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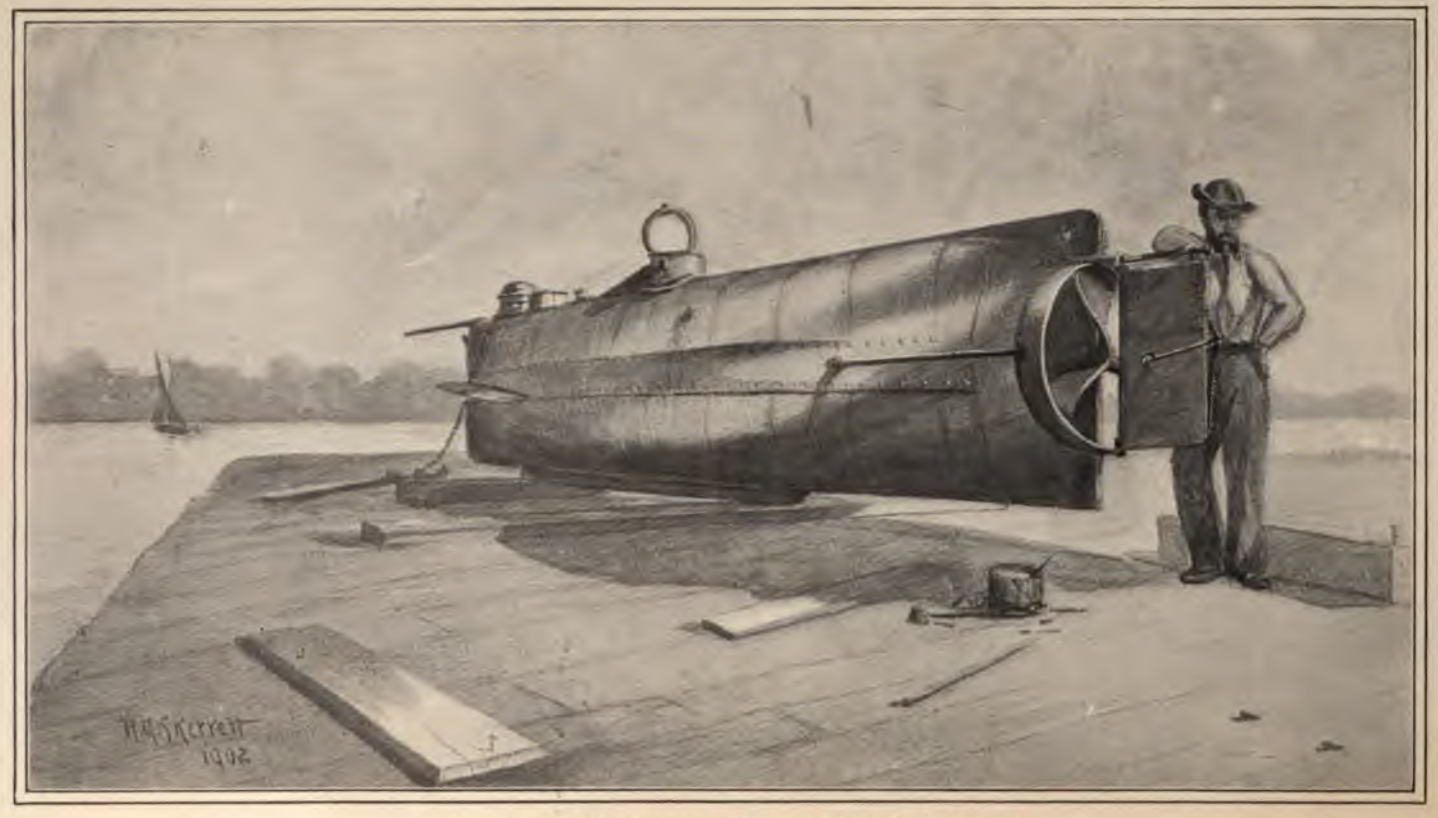

CONFEDERATE STATES SUBMARINE TORPEDO BOAT H. L. HUNLEY.

Prepared from painting in museum of the Confederate Memorial Literary Society, Richmond, Va.

OFFICIAL RECORDS

OF THE

UNION AND CONFEDERATE NAVIES

IN THE

WAR OF THE REBELLION.

117591

PUBLISHED UNDER THE DIRECTION OF

The Hon. WILLIAM H. MOODY, Secretary of the Navy,

BY

MR. CHARLES W. STEWART,

Acting Superintendent Naval War Records.

BY AUTHORITY OF AN ACT OF CONGRESS APPROVED JULY 31, 1894.

SERIES I—VOLUME 15.

SOUTH ATLANTIC BLOCKADING SQUADRON

FROM OCTOBER 1, 1863, TO SEPTEMBER 30, 1864.

WASHINGTON:

GOVERNMENT PRINTING OFFICE.

1902.

CONTENTS OF PRECEDING VOLUMES.

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Operations of the cruisers from January 1, 1863, to March 31, 1864.

VOLUME 3.

Operations of the cruisers from April 1, 1864, to December 30, 1865.

VOLUME 4.

Operations in the Gulf of Mexico from November 15, 1860, to June 7, 1861. Operations on the Atlantic coast from January 1 to May 13, 1861. Operations on the Potomac and Rappahannock rivers from January 5 to December 7, 1861.

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Operations of the Atlantic Blockading Squadron from July 16 to October 29, 1861. Operations of the North Atlantic Blockading Squadron from October 29, 1861, to March 8, 1862.

VOLUME 7.

Operations of the North Atlantic Blockading Squadron from March 8 to September 4, 1862.

VOLUME 8.

Operations of the North Atlantic Blockading Squadron from September 5, 1862, to May 4, 1863.

VOLUME 9.

Operations of the North Atlantic Blockading Squadron from May 5, 1863, to May 5, 1864.

VOLUME 10.

Operations of the North Atlantic Blockading Squadron from May 6 to October 27, 1864.

VOLUME 11.

Operations of the North Atlantic Blockading Squadron from October 28, 1864, to February 1, 1865.

VOLUME 12.

Operations of the North Atlantic Blockading Squadron from February 2 to August 3, 1865. Operations of the South Atlantic Blockading Squadron from October 29, 1861, to May 13, 1862.

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PREFACE.

The work of preparing for publication the Official Records of the Union and Confederate navies, which was begun July 7, 1884, was organized under the superintendency of Professor J. R. Soley, U. S. Navy, at that time librarian of the Navy Department, afterwards Assistant Secretary of the Navy.

In August, 1890, the work of collecting these records and their classification was ably continued by his successor, Lieutenant-Commander F. M. Wise, U. S. Navy, who, having received orders to sea, was relieved by Lieutenant-Commander Richard Rush, U. S. Navy, in May, 1893.

The long-delayed publication was finally authorized by act of Congress approved July 31, 1894, and begun by Mr. Rush. The first five volumes were published under his administration, and the important duty of organizing the office for the distribution of these volumes was accomplished.

In March, 1897, Mr. Rush, having been ordered to sea, was succeeded by Professor Edward K. Rawson, U. S. Navy, as superintendent. Professor Rawson was detached and ordered to the U. S. Naval Academy September 20, 1902, and was succeeded by Mr. Charles W. Stewart as acting superintendent.

No change is contemplated at present in the outline of the plan of publication as approved by the Department. This plan includes only the use of such material as may be certified to be contemporaneous naval records of the war, which is divided into three series, in the following order of arrangement:

I. The first series embraces the reports, orders, and correspondence, both Union and Confederate, relating to all naval operations on the Atlantic and Gulf coasts and inland waters of the United States during the war of the rebellion, together with the operations of vessels acting singly, either as cruisers or privateers, in different parts of the world. These reports are accompanied by occasional maps and diagrams.

In this series the papers are arranged according to squadrons and flotillas, chronologically; and, as far as possible, the Union reports of any events are immediately followed by the Confederate reports.

II. The second series embraces the reports, orders, and correspondence relating to—

1. The condition of the Union Navy in 1861, before the commencement of hostilities, and to its increase during the progress of the war, including the annual and special reports of the Secretary of the Navy and chiefs of the various bureaus.

2. The construction and outfit of the Confederate Navy, including privateers, setting forth also the annual and special reports of the Confederate Secretary of the Navy and chiefs of bureaus.

3. Statistical data of all vessels, Union and Confederate, as far as can be obtained.

4. Returns of naval and military property captured by the navies of both sides during the war.

5. Correspondence relating to naval prisoners.

This series is also arranged chronologically in each of the above sections, as far as practicable.

III. The third series embraces all reports, orders, correspondence, and returns of the Union and Confederate authorities not specially relating to the matter of the first and second series.

It is the intention of the Department to introduce throughout the volumes of the different series illustrations of each class or type of vessels referred to, in order to preserve the identity of these ships as they actually appeared during the war. These cuts have been reproduced either from photographs of the vessels themselves or from the carefully prepared drawings made from official sources.

Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag-officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be impaired, and the Department therefore has spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have for the most part been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful

searches throughout various parts of the country, conducted by a special agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that the publication will revive the interest of participants in the events referred to, and lead them to bring to the notice of the Department the whereabouts of any papers bearing upon naval operations in the civil war of which they may have knowledge.

The fourteenth volume of the records (Series I, vol. 14), which has recently been published by the Department, gives the operations of the South Atlantic Blockading Squadron from April 7 to September 30, 1863. The present volume (Series I, vol. 15) gives the operations of the South Atlantic Blockading Squadron from October 1, 1863, to September 30, 1864.

The reports and correspondence are placed chronologically, with a distinct heading for every paper. In the record of events in which both sides took part, the Confederate reports (where they could be obtained) immediately follow the Union reports, while the miscellaneous Confederate correspondence is placed at the end of the volume. Reference to the table of contents will show the context of these Confederate papers. It is believed that the chronological arrangement of the records, in connection with the full and complete index to each volume, will afford ample means of reference to its contents without other subdivision or classification. In reports of special or single events, in which the papers bear specific relation to those events, the chronological order has been somewhat modified, and such documents have been placed together in the compilation.

CHARLES W. STEWART,
Compiler.

NAVY DEPARTMENT,
Washington, D. C., November, 1902.

NOTE.—The following is an extract from the law governing the distribution of the sets comprising the publication (act of Congress approved July 31, 1894):

* * * Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be

sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries, so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time, as they are published, until the publication is completed; and all sets that may not be ordered to be distributed as provided herein shall be sold by the Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

The following joint resolution regarding the distribution of the work was approved January 30, 1896:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and directed to send the undistributed copies of the Official Records of the War of the Rebellion, both of the Union and of the Confederate navies, to such libraries, organizations, and individuals as may be designated before the meeting of the next Congress by the Representatives in the Fifty-fourth Congress of the districts whose Representatives in the Fifty-third Congress failed to designate the distributees of their quota of said Official Records, or any part thereof, as authorized by the act of Congress approved July thirty-first, eighteen hundred and ninety-four, and the joint resolution approved March second, eighteen hundred and ninety-five, to the extent and in the manner and form provided in said act.

The following is an extract from the act of Congress of May 28, 1896, which increased the edition from 10,000 to 11,000 copies:

* * * For printing, binding, and wrapping one thousand additional copies of series one, volumes one, two, three, and four, for supplying officers of the Navy who have not received the work, two thousand four hundred dollars.

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

SERIES I.

1. Operations of the Cruisers, 1861–1865.

Union cruisers.
West India (Flying) Squadron, under Acting Rear-Admiral Wilkes, U. S. N., 1862–1863.
West India (Flying) Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1863–1864.
Confederate cruisers and privateers.

2. Operations in the Gulf of Mexico, January to June 7, 1861.

Surrender of the Pensacola Navy Yard.
Cooperation of the Navy in the relief of Fort Pickens.

3. Operations on the Atlantic Coast, January to May 13, 1861.

Cooperation of the Navy in the attempts to relieve Fort Sumter.
Abandonment and destruction of the Norfolk Navy Yard.
Home Squadron, under Flag-Officer Pendergrast, U. S. N.

4. Operations on the Potomac and Rappahannock Rivers, 1861–1865.

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Potomac Flotilla, under Captain Craven, U. S. N., 1861.
Potomac Flotilla, under Lieutenant Wyman, U. S. N., 1861–1862.
Potomac Flotilla, under Commodore Harwood, U. S. N., 1862–1863.
Potomac Flotilla, under Commander Parker, U. S. N., 1863–1865.

5. Atlantic Blockading Squadrons, 1861–1865.

Atlantic Blockading Squadron, under Flag-Officer Stringham, U. S. N., May 13 to Sept. 23, 1861.
West India Squadron, under Flag-Officer Pendergrast, U. S. N., 1861.
Naval Defenses of Virginia and North Carolina, under Flag-Officer Barron, C. S. N.
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North Atlantic Blockading Squadron, under Rear-Admiral Goldsborough, U. S. N., 1861–1862.
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James River Flotilla, under Commodore Wilkes, U. S. N., 1862.
North Atlantic Blockading Squadron, under Acting Rear-Admiral Lee, U. S. N., 1862–1864.
James River Squadron, under Flag-Officers Forrest and Mitchell, C. S. N.
*Naval Defenses Inland Waters of North Carolina, under Commander Pinkney, C. S. N.
*Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Lynch, C. S. N.
North Atlantic Blockading Squadron, under Rear-Admiral Porter, U. S. N., 1864–1865.
James River Squadron, under Flag-Officers Mitchell and Semmes, C. S. N.
*Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Pinkney, C. S. N.
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*Naval Defenses of South Carolina and Georgia, under Flag-Officer Tattnall, C. S. N.
*Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Ingraham, C. S. N.
South Atlantic Blockading Squadron, under Rear-Admiral Dahlgren, U. S. N., 1863–1865.
*Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Tucker, C. S. N.
Naval Defenses of Savannah, Ga., under Flag-Officers Hunter and Tattnall, C. S. N.

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*The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

6. Gulf Blockading Squadrons, 1861–1865.

Gulf Blockading Squadron, under Flag-Officer Mervine, U. S. N., 1861.
Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1861–1862.
*Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
East Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1862.
East Gulf Blockading Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1862.
East Gulf Blockading Squadron, under Acting Rear-Admiral Bailey, U. S. N., 1862–1864.
East Gulf Blockading Squadron, under Captain Greene, U. S. N., 1864.
East Gulf Blockading Squadron, under Acting Rear-Admiral Stribling, U. S. N., 1864–1865.
West Gulf Blockading Squadron, under Flag-Officer Farragut, U. S. N., 1862–1863.
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*Mobile Defenses, under Flag-Officer Randolph, C. S. N.
Trans-Mississippi Marine Department, under Major Leon Smith, C. S. A.
West Gulf Blockading Squadron, under Commodore Bell, U. S. N. (ad interim), 1863.
West Gulf Blockading Squadron, under Rear-Admiral Farragut, U. S. N., 1864.
*Mobile Defenses, under Admiral Buchanan, C. S. N.
West Gulf Blockading Squadron, under Commodore Palmer, U. S. N., 1864–1865.
West Gulf Blockading Squadron, under Acting Rear-Admiral Thatcher, U. S. N., 1865.
*Mobile Defenses, under Flag-Officer Farrand, C. S. N.

7. Operations on the Western Rivers, 1861–1865.

Naval Forces on Western Waters, under Commander Rodgers, U. S. N., 1861.
Naval Forces on Western Waters, under Flag-Officer Foote, U. S. N., 1861–1862.
*Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
Naval Forces on Western Waters, under Flag-Officer Davis, U. S. N., 1862.
*Mississippi River Defense Fleet, under Captain Montgomery, C. S. A.
*Mississippi River Defenses, under Commander R. F. Pinkney, C. S. N.
*Mississippi River Defenses, under Flag-Officer Lynch, C. S. N.
Mississippi Squadron, under Rear-Admiral Porter, U. S. N., 1862–1864.
Mississippi Squadron, under Acting Rear-Admiral Lee, U. S. N., 1864–1865.
*Naval Defenses of Red River, Louisiana, under Lieutenant J. H. Carter, C. S. N.

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*The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

UNITED STATES VESSELS OF WAR SERVING IN THE SOUTH ATLANTIC BLOCKADING SQUADRON, OCTOBER 1, 1863, TO SEPTEMBER 30, 1864.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
A. Houghton	Fourth	326	Bark	27	2
Acacia	Fourth	300	Screw steamer	58	4
Amaranthus	Fourth	182	do	40	3
Arethusa	Fourth	195	do	32	2
Augusta Dinsmore	Third	834	do	70	2
Azalea	Fourth	220	do	42	2
Braziliera	Fourth	540	Bark	68	6
C. P. Williams	Fourth	210	Mortar schooner	45	3
Camelia	Fourth	198	Screw steamer	40	2
Canandaigua	Second	1,395	Screw sloop	163	11
Carnation	Fourth	82	Screw steamer	19	2
Catalpa	Fourth	160	do	37	3
Catskill	Third	844	Ironclad steamer	74	2
Chatham	Fourth		Side-wheel steamer	26	
Chippewa	Fourth	507	Screw steamer	85	4
Cimarron	Third	860	Side-wheel steamer	122	10
Clover	Fourth	128	Screw steamer	19	2
Columbine	Fourth	133	do	24	2
Commodore McDonough	Fourth	532	Side-wheel steamer	75	6
Conemaugh	Third	955	do	125	9
Daffodil	Fourth	160	do	28	2
Dai Ching	Fourth	520	Screw steamer	83	7
Dan Smith	Fourth	150	Schooner	33	5
Dandelion	Fourth	111	Screw steamer	22	2
E. B. Hale	Fourth	192	do	50	5
Ethan Allen	Fourth	556	Bark	87	9
Fernandina	Fourth	297	do	79	6
Flag	Third	963	Screw steamer	140	9
Flambeau	Third	900	do	92	5
G. W. Blunt	Fourth	121	Schooner	16	1
George Mangham	Fourth	274	do	26	5
Geranium	Fourth	222	Side-wheel steamer	45	3
Gladiolus	Fourth	81	Screw steamer	25	3
Harvest Moon	Fourth	546	Side-wheel steamer	72	3
Home	Third	713	Screw steamer	88	3
Hope	Fourth	134	Schooner	13	1
Housatonic	Second	1,240	Screw steamer	160	13
Huron	Fourth	507	do	76	4
Hydrangea	Fourth	224	do	29	2
Iris	Fourth	159	do	34	2
Ironsides, Jr	Fourth	200	Bark	(*)	
James Adger	Third	1,151	Side-wheel steamer	120	8
John Adams	Third	700	Sloop	118	8
John Griffith	Fourth	246	Schooner	44	3
Jonquil	Fourth	90	Screw steamer	15	2
Kingfisher	Fourth	450	Bark	95	5
Laburnum	Fourth	180	Screw steamer	29	4
Larkspur	Fourth	125	do	26	2
Lehigh	Second	844	Ironclad steamer	80	2
Lightning	Fourth		Schooner	(*)	
Lodona	Third	860	Screw steamer	97	7

*No rolls.

United States vessels of war serving in the South Atlantic Blockading Squadron, October 1, 1863, to September 30, 1864—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Madgie	Fourth	218	Screw steamer	45	3
Mahaska	Third	832	Side-wheel steamer	145	6
Marblehead	Fourth	507	Screw steamer	81	4
Mary Sanford	Third	757	do	60	3
Massachusetts	Fourth	1,155	do	125	5
Memphis	Third	791	do	100	7
Midnight	Fourth	386	Bark	70	7
Mingoe	Third	974	Side-wheel steamer	146	10
Mohawk	Fourth	459	Screw steamer	65	8
Montauk	Third	844	Ironclad steamer	67	2
Nahant	Third	844	do	76	2
Nantucket	Third	844	do	85	2
New Hampshire	First	2,633	Ship	125	10
New Ironsides	First	3,486	Screw steamer	449	20
Nipsic	Fourth	593	do	91	5
Norfolk Packet	Fourth	349	Mortar schooner	40	4
Norwich	Fourth	431	Screw steamer	80	6
O. M. Pettit	Fourth	165	Side-wheel steamer	30	2
Oleander	Fourth	246	do	35	2
Ottawa	Fourth	507	Screw steamer	90	5
Para	Fourth	190	Mortar schooner	34	3
Passaic	Third	844	Ironclad steamer	70	2
Patapsco	Third	844	do	72	2
Paul Jones	Third	863	Side-wheel steamer	148	9
Paul Jones, Jr	Fourth	30	Launch	(*)	1
Pawnee	Second	1,289	Screw steamer	151	11
Perry	Fourth	280	Brig	67	9
Philadelphia	Fourth	500	Side-wheel steamer	24	1
Pontiac	Third	974	do	172	14
Potomska	Fourth	287	Screw steamer	77	5
Powhatan	First	2,415	do	273	19
Racer	Fourth	252	Mortar schooner	36	3
Rescue	Fourth	111	Screw steamer	20	1
Sangamon	Third	844	Ironclad steamer	85	2
Sarah Bruen	Fourth	233	Schooner	36	3
Saratoga	Third	882	Sloop	182	22
Seneca	Fourth	507	Screw steamer	84	4
Sonoma	Third	955	Side-wheel steamer	165	7
South Carolina	Third	1,165	Screw steamer	105	8
Stettin	Fourth	600	do	72	5
Supply	Fourth	547	Ship	88	7
Sweet Brier	Fourth	240	Screw steamer	37	2
T. A. Ward	Fourth	184	Schooner	29	5
Unadilla	Fourth	507	Screw steamer	90	6
Valparaiso	Fourth	402	Ship	36	.....
Vermont	First	2,633	Ship of the line	153	24
Vixen	Fourth	300	Coast-survey steamer	.....	2
Wabash	First	3,274	Screw steamer	568	48
Wamsutta	Fourth	270	do	75	5
Water Witch	Fourth	378	Side-wheel steamer	73	3
Weehawken	Third	844	Ironclad steamer	72	2
Wild Cat	Fourth	30	Schooner	52	1
Winona	Fourth	507	Screw steamer	93	6
Wissahickon	Fourth	507	do	80	4

*No rolls.

CALENDAR.

1863.

OCTOBER.

Sun.	M.	T.	W.	T.	F.	Sat.
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER.

Sun.	M.	T.	W.	T.	F.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

DECEMBER.

Sun.	M.	T.	W.	T.	F.	Sat.
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

1864.

JANUARY.

Sun.	M.	T.	W.	T.	F.	Sat.
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

FEBRUARY.

Sun.	M.	T.	W.	T.	F.	Sat.
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29					

MARCH.

Sun.	M.	T.	W.	T.	F.	Sat.
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

APRIL.

Sun.	M.	T.	W.	T.	F	Sat.
						2
3	4	5	6	7	8	9
10	11	12	13	14	5	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

MAY.

Sun.	M.	T.	W.	T.	F.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

JUNE.

Sun.	M.	T.	W.	T.	F.	Sat.
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

JULY.

Sun.	M.	T.	W.	T.	F.	Sat.
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

AUGUST.

Sun.	M.	T.	W.	T.	F.	Sat.
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

SEPTEMBER.

Sun.	M.	T.	W.	T.	F.	Sat.
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

SOUTH ATLANTIC BLOCKADING SQUADRON,

FROM OCTOBER 1, 1863, TO SEPTEMBER 30, 1864.

SOUTH ATLANTIC BLOCKADING SQUADRON.

FROM OCTOBER 1, 1863, TO SEPTEMBER 30, 1864.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the operations of the enemy as gathered from reports of picket boats.

No. 175.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 1, 1863.

SIR: The Department will form some idea of what the enemy is about from the following extracts of the reports made to me every morning by the picket monitor and scouts, which are placed each night:

Catskill, 22d September, says:

The enemy transporting five guns toward Breach Inlet. The guns were drawn along the beach by oxen, and were brought from some point near Fort Moultrie.

Montauk, 25th September, notices:

The rebels industrious in building sand-bag protections to their guns, and stripping the houses immediately in the vicinity of the batteries, leaving only the skeleton frames standing; that small steamers, night and day, were passing back and forth to Charleston and Sullivan's Island, and a rowboat of about ten oars lying at anchor near Fort Sumter, on the channel side, during the night.

At low water to-day, a rip was discovered extending from Fort Sumter in a line to the western end of the buoys, stretching from near Moultrie in a westerly direction across the channel. At first I thought it was the meeting of the tides, but as it did not alter position, I came to the conclusion some hidden obstruction might be there.

Catskill, 26th September, reports:

Observed, frequently, steamers passing from Sumter to Moultrie, one having a lighter in tow; several piles drifted by. At daybreak observed an ironclad and another boat anchored to the right and left of Sumter.

Nahant, 27th September, says:

The day being remarkably clear, we observed two vessels on the stocks in the city of Charleston—one at the northeast end of the city, on Cooper River, evidently intended for an ironclad, from the fact that she is having a casemate built over her; the other is west of Castle Pinckney.

I had the obstruction buoys counted by several of the officers, and the average number was about eighty. The buoys do not seem to to be in a continuous line, but as if they were in groups of five or six. There seems to be another short line of larger buoys beyond the first, which I judge to be a separate obstruction across Hog Island Channel.

Montauk, 29th September, says:

A small steamer this morning went to Breach Inlet, through a creek back of Sullivan's Island, where she remained all day. Parties of men were employed on the works at this point, and also on the battery to the right of Moultrie House. Four ports were observed on broadside of rebel flag ram. A vessel is seen on ways at the right of the city. Her appearance now shows a hull quite low and not less than 200 feet in length; on top, and about equidistant from either end, is a covering not unlike the upper deck of the *Atlanta*.

Lehigh, 29th September, says:

To the right of Castle Pinckney there are two vessels building, with sloping sides, apparently ironclads.

Then Captain Green reports from the outside blockade, 30th September, that—

A large gang of men has been employed for two or three days past apparently making alterations or additions to the fortifications on the eastern end of Sullivan's Island, near Breach Inlet.

The object seems to be to fortify Sullivan's Island beyond the possibility of our utmost efforts.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, calling attention to deficiencies in crews of the squadron.

No. 176.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 1, 1863.

SIR: I again request the attention of the Department to the deficiencies in the crews of the squadron. It is becoming a serious inconvenience, as it amounts very nearly to 800 men.

I have the honor to be, very respectfully, your obedient servant,

J. A. DALAGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding advantages offered to the enemy by delay in the attack upon Charleston.

No. 177.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 2, 1863.

SIR: I beg leave to represent to the Department that we are entering on a course of fine weather, and that the enemy is laboring with great assiduity to perfect and extend his works, thereby increasing the difficulties of the attack. It will be very desirable that this should not be postponed later than the middle of this month, at which time I shall have only five monitors in good condition—*Catskill*, *Weehawken*, *Lehigh*, *Montauk*, and *Nahant*. The *Passaic* will certainly be under repair, and the *Patapsco* may be.

I hope the Department may have the power of adding two or three monitors to my force. A recent letter from Mr. Stimers speaks of the *Canonicus* and *Tecumseh* being nearly ready, which, if in time, would be a very seasonable addition to the force here.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, advising the sending of the U. S. S. Passaic to New York.

No. 179.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 2, 1863.

SIR: I have already transmitted information of the condition of the *Passaic.*

On a deliberate consideration of the reports of the assistant inspector of ironclads, and others, it seems that there will be least loss of time by sending the *Passaic* to New York. It appears to be doubtful whether the heavy weights that are to be moved can be lifted by the means at Port Royal.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Steedman, U. S. Navy, commanding U. S. S. Powhatan, regarding the arrival of that vessel at Philadelphia, towing the U. S. S. Atlanta.

U. S. S. POWHATAN,
Philadelphia Navy Yard, October 2, 1863.

SIR: I have the honor to report my arrival at this port after a passage of five days from Port Royal, S. C., having in tow the ironclad ram *Atlanta.* I herewith enclose a copy of the orders which I received from Admiral Dahlgren. I am happy to say that, with the exception of a few hours, we experienced very favorable weather during the passage.

Great credit is due to Lieutenant Cromwell, commanding the *Atlanta,* for the skillful and intelligent management of his vessel throughout the passage.

I am, sir, very respectfully, your obedient servant,
CHARLES STEEDMAN,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Cromwell, U. S. Navy, commanding U. S. S. Atlanta, regarding the trip of that vessel from Port Royal to Philadelphia, towed by the U. S. S. Powhatan.

NAVY YARD, PHILADELPHIA, *October 2, 1863.*

SIR: I have the honor to report to you the arrival here of the U. S. ironclad *Atlanta.*

We sailed from Port Royal on the morning of the 27th September in tow of the U. S. S. *Powhatan.* When outside the bar I found the

ship leaked badly about the stem and sternpost, about the hatches, through the prow, and through the decking over the prow, and at nearly every sponson bolt through her sides. At noon on the 27th the water in the hold had risen to 20 inches and soon after the main steam pump stopped working, but we kept the water down by the hand and donkey pumps till it was started again.

The leaking in the bows accumulated an immense weight of water, which could not pass into the bilge nor aft, for the decking and an iron bulkhead, and the weight was causing her to plunge heavily into the seas and steer badly. I had holes punched through the bulkhead and cut through the deck to allow the water to pass, and trimmed the ship by the stern to bring it to the pumps. I found she was relieved by it, steered very well afterwards, and the main pump kept the water down to 14 inches.

In consequence of the limber holes being choked up, and the difficulty in clearing them, the water in the hold had risen at 2 a. m., 29th, to 34 inches. We succeeded in clearing them, and at noon had reduced the water to its usual depth.

The sea was so rough on the 29th as to wash over the upper deck, rendering it necessary to batten down the hatches; it was quite as necessary that some should be left open for ventilation, and through the open ones the water flooded the gun deck. The scuppers on this deck would, in rough weather, admit more water than they would let off, which rendered it necessary to plug them up, and the water that gained the gun deck had to pass into the bilge, which added to the leak.

The ordinary temperature in the forward fire room was 150°, and when some of the hatches were battened down the heat was almost insupportable.

We passed Cape Hatteras on the morning of the 30th, and the sea became smooth. We were busy the whole day trying to keep the water down, but there was a steady gain till about 4 p. m., when we had about 4 feet in the hold. I found the sea had quit breaking over her bows, and being relieved of the weight, she had settled deeper astern and the water was coming in about the rudderhead so fast as to make two 3-inch streams in passing through the iron bulkhead. It being impossible to get at the leak to stop it, I trimmed her down by the head and raised the leak out of the water, after which the pumps gained steadily.

The vessel minds her helm very well, but, for lack of proper purchase in her steering arrangement, she is very hard to steer.

Her speed, so far as I could ascertain in towing, is about 5 knots and not greater than 6.

I am, sir, very respectfully, your obedient servant,

B. J. CROMWELL,
Lieutenant, Commanding U. S. Ironclad Atlanta.

Hon. GIDEON WELLES,
Secretary of the Navy.

Vessels in Port Royal Harbor, S. C., during the week ending October 3, 1863.

Name.	Date of arrival.	Purpose.	Date of departure.	Remarks.
Atlanta	June 18	Prize	Sept. 27	In tow of Powhatan for Philadelphia.
Madgie	Aug. 22	Repairs		All the repairs that can be made here are completed.
Home	Sept. 4	do		Will be finished probably next week.
Mahaska	Sept. 10	Repairs—dischg. broken 100-pdr.	Sept. 30	For Charleston. Was commenced on 23d Sept., finished on 28th.
Patapsco	Sept. 12	Repairs		Will be finished Oct. 11.
Marblehead	Sept. 16	do	Sept. 29	Commenced on 23d Sept., finished Sept. 28.
Rescue	do	do		To be finished in two weeks.
Weehawken	Sept. 15	do		Will be ready to leave to-morrow, Oct. 4.
Daffodil	Sept. 20	do		To be finished in two weeks.
Powhatan	Sept. 19	To tow Atlanta—coal.	Sept. 27	For Philadelphia, towing Atlanta
Jupiter	Sept. 18	Prize to Nantucket		A few repairs to be made.
Dandelion	Sept. —	Repairs		Repairs commenced Sept. 26, probably be finished Oct. 7.
Passaic	Sept. 21	do		
Flambeau	Sept. 23	Coal	Sept. 26	To relieve Potomska at Fernandina.
Flag	Sept. 27	Repairs, coal, and provisions.		Much out of repair; special report sent.
Diamond	do	Prize to Stettin	Oct. 3	
Fernandina	Sept. 30			Waiting orders.
South Carolina	Oct. 1	Repairs and supplies.		Examination to be made on 5th instant.

Instructions of Commander Reynolds, U. S. Navy, to Acting Master Kirby, U. S. Navy, commanding U. S. bark Midnight, regarding the disposition of unginned cotton in St. Catherine's Sound.

PORT ROYAL, S. C., *October 3, 1863.*

SIR: Your letter in regard to unginned cotton on St. Catherine's Island having been referred to the admiral for decision, he replies thereto that if this property comes within the law it should be taken for the United States, which can alone dispose of it. If it can be shown to your satisfaction that this cotton was raised by the negroes themselves, after the whites left the place, it might probably be disposed of for their benefit; if, on the contrary, it is a portion of the property left by the rebels on their abandonment of the island, it must be taken on account of the United States.

Before doing anything in this matter, you will please satisfy yourself of the facts in the case and report to me further in regard to it.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer Present.

Acting Master KIRBY,
Commanding U. S. Bark Midnight.

Report of Commander Bryson, U. S. Navy, commanding U. S. S. Lehigh, regarding the operation of that vessel in gales.

U. S. IRONCLAD LEHIGH,
Off Morris Island, October 3, 1863.

SIR: Your order directing me to report the conduct of the *Lehigh* in any gale of wind I may have experienced in her on the trip from New York to Charleston has been received.

On the trip from New York to this place, and when about 15 or 20 miles north of Hatteras, on the evening of August 27, it commenced

blowing heavily from the northward and eastward, raising a corresponding sea. Night coming on, and it being important to get well clear of Hatteras Shoal, I was necessarily compelled to head offshore, in consequence of which the ship was brought with her head to a very heavy sea; the thumping of the "overhang" was very severe, the seas were making complete breaches over every part of the ship, even over the top of the turret, down which she received a considerable quantity of water. The wind held to the northward and eastward about five hours, when it gradually hauled to the southward and eastward and blew quite as hard for three hours more. The sea at this time was rolling in heavily from the southward and eastward. The wind then died out and shifted to the northward and westward, blowing hard for two hours, at the expiration of which time both wind and sea began to subside. After heading off, and keeping her before it, she behaved handsomely, and in fact she behaved well throughout the whole gale. The rolling motion was very slight, ship making but little water, leaks showing themselves in many places through the spar deck, which were very disagreeable, but unimportant. At no time during the gale did she have more than 13 inches of water in the bilges, which the auxiliary pump kept down without being overworked. A portion of the time when running before it no part of the spar deck could be seen, as the sea was rolling in upon her from all directions. During the time the sea was at its greatest height she would plunge into it, lifting heavy masses of water, extending from the bows as far aft as the turret, and beyond, which could not have been less than 4 feet high from the deck. At first, when attempting to rise under this great weight of water, she would move somewhat sluggishly, but after again getting on a little motion she would relieve herself very rapidly. The ship's bell, which hung 6½ feet above the spar deck, on the forward part of the turret, was lifted from its socket, unhung, and washed overboard—not by the swash, but by a full, green sea. I enclose an extract from the log book.

I am, respectfully, your obedient servant,

A. BRYSON, *Commander.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

Extract from the log of the U. S. S. Lehigh during a gale off Hatteras, August 27 and 28, 1863.

Hours.	Knots.	Fathoms.	Courses.	Winds.		Weather.
				Direction.	Force.	
27th, p. m.						
1	6	.....	S. E. by E	N. N. E	5	o. c. r.
2	6	2	do	N. E	5	Do.
3	6	4	do	do	6	Do.
4	6	4	do	do	6	Do.
5	5	.....	S. E. by S	do	7	q. r.
6	4	.....	do	do	9	Do.
7	3	.....	S. E. by E	do	10	q. p.
8	2	.....	do	do	10	Do.
9	2	.....	S. E. by S	S. E	8	Do.
10	2	.....	do	do	8	Do.
11	2	.....	do	do	6	Do.
12	2	.....	do	N. W	0 to 8	Do.
28th, a. m.						
1	2	.....	S. S. E	do	8	c. q.
2	2	.....	South	do	8	Do.
3	3	.....	S. S. W	do	7	Do.
4	3	.....	do	do	7	Do.

Report of Commander Balch, U. S. Navy, senior officer in Stono River, regarding measures against a surprise from the enemy in those waters.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, October 4, 1863.

ADMIRAL: I have the honor to acknowledge the receipt of your communication* of the 3d instant by the hands of Lieutenant M. Forrest, U. S. Navy, and I beg leave to report that I have in some degree felt that it might be possible (by a surprise) for the enemy, by bringing down the Stono a very heavy force, to board the vessels in this inlet, and I respectfully beg leave to state that I have taken even more than the usual precautions against a surprise. I have boarding nets up, with a picket boat out at night, with a signal light to be made on the discovery of the enemy. I have also given, as already reported, to the advanced posts on James and Long islands, Coston lights, to be burned in the event of an advance by the enemy. I have a slip buoy on and the cable unshackled, and always sufficient steam up to enable me to move instantly; as also torpedo catchers. These, with the very brightest lookout possible, enable me to assure you that it is by no means probable that the enemy will succeed in surprising the naval force in Stono.

Colonel Reynolds, commanding U. S. marine battalion, has taken post on Folly Island, and has now on board the *Pawnee* a detachment of some 65 men. This force is, I think, sufficient for the service on board.

Your suggestion as to driving piles in the channel is one which I feel would render an attack by the Stono perfectly impossible, and but for the fact of making reconnoissances up that river, I should most certainly advise that it be done. But if you desire me to observe the progress of the earthworks on the Stono, the piling could not be placed where it would be desirable, but I would beg leave to observe that unless you direct or desire me to bombard them, I do not see any very great gain to render the driving of piles necessary. I have respectfully to state that General Gillmore offered to drive piles in the Stono, and I have raised the same objection, viz, the impossibility of my getting up as near as I usually go. If no further information is needed in that direction, I would most respectfully advise that the river be piled as proposed.

Very respectfully, your obedient servant,

GEORGE B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Comdg. South Atlantic Blockdg. Squadron, off Morris Island.

Order of the Secretary of the Navy to Commander Cooper, U. S. Navy, commanding U. S. S. Sonoma.

NAVY DEPARTMENT, *October 5, 1863.*

SIR: Proceed with the U. S. S. *Sonoma* off Charleston and report to Rear-Admiral John A. Dahlgren for duty on the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander GEORGE H. COOPER,
Commanding U. S. S. Sonoma, New York.

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* Not found.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master's Mate Spencer, U. S. Navy, to assume command of the U. S. S. Columbine.

U. S. FLAGSHIP PHILADELPHIA,
Off Morris Island, October 5, 1863.

SIR: You are hereby appointed to the command of the U. S tender *Columbine*, which you will assume from this date until further orders.

Respectfully, etc.,

J. A. DAHLGREN,
Rear-Admiral, Comdg South Atlantic Blockading Squadron.

Acting Masters's Mate W. B. SPENCER,
U. S. S. Columbine.

Attempted destruction of the U. S. S. New Ironsides by the Confederate torpedo "David," off Charleston, S. C., October 5, 1863

Report of Rear-Admiral Dahlgren, U. S. Navy.

No. 183.] Flag-Steamer PHILADELPHIA, *October 7, 1863.*

SIR: Another attempt to blow up the *Ironsides* has been frustrated.

About 10 o'clock on the night of October 5, some explosions, as if of small arms, were heard in the direction of the *Ironsides;* the duration was quite brief, and then all was still. As soon as I could reach the frigate, I learned that a torpedo had been exploded near the *Ironsides*, and that Acting Ensign Howard had been mortally wounded by a shot from the torpedo vessel.

In the morning it appeared that a man had been picked up, who admitted that he had been in the torpedo. His account was, that the vessel was shaped like a cigar, had a maximum diameter of more than 6 feet; length, he could not be sure of, but it was said to be about 50 feet. There were four persons in it. The torpedo contained 60 pounds of powder, was secured on a bar 10 feet long projecting from the bow, and immersed perhaps 6 feet.

The vessel left Charleston about dark on the evening of the 5th instant, passed down outside of us, and then, returning, made for the *Ironsides* and struck her fairly amidships. It was not quite 10 o'clock, and many officers were still on deck. The torpedo was seen approaching and hailed, when some shots were fired from her, one of which wounded the officer of the deck mortally; immediately the explosion followed, and the effect of the apparatus may be considered as complete, yet no impression is visible on the armor or exterior planking. The prisoner says that, fearing the explosion, he jumped overboard just as the torpedo was hailed.

After I had heard this prisoner, I learned that another had been taken, whom, however, I did not see, as the story of the first sufficiently explained the movements of the torpedo. About noon I learned from papers found on the last prisoner that he had been the commander of the torpedo, and was a lieutenant in the Confederate Navy. These papers (four in number) I transmit herewith, from which it seems that the vessel was called the "David," probably to point to the presumed success against the *Ironsides*, which was to enact the Goliath. The p.oject, it appears, had also been regularly concocted, as one document is dated September 6. The report of Captain Rowan, the commander of the *Ironsides*, has not been received at this date.

How far the enemy may seem encouraged, I do not know, but I think it will be well to be prepared against a considerable issue of these small craft. It is certainly the best form of the torpedo which has come to my notice, and a large quantity of powder may as well be exploded as 60 pounds.

I was concerned for the monitors, and am now on the way to Port Royal for a day or two to see what can be done to arm those which are there against these machines. Captain Rowan is in command, and I gave personal instructions to the commanders of the monitors, which it is but just to them to say were almost needless. The vessels themselves should be protected by outriggers, and the harbor itself well strewn with a similar class of craft. Their three ironclads are so provided, and I do not doubt that when an attack is made by us there will be a number of these torpedoes at work on our vessels. The subject merits serious attention, for it will receive a greater development.

I wish that I could have transmitted the report of Captain Rowan, but it had not been received, and I desired to inform the Department as soon as possible.

The outside of the hull near the locality of the explosion was examined by the divers, and it is reported to me verbally that no impression of any consequence is to be seen, except, perhaps, the removal of some copper, which, by the way, has occurred in other places, from other causes, and so leave an opening to the worms.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

WILMINGTON, *September 6, 1863.*

SIR: Sixty men, with three officers, viz, Dr. Griggs, Midshipman Clayton, and Midshipman Hogue, are placed under your command. You will proceed to Charleston with them without any delay and report yourself and command to Flag-Officer John R. Tucker for duty.

Very respectfully, your obedient servant,

W. T. MUSE,
Commanding C. S. S. North Carolina.

Lieutenant W. T. GLASSELL,
Wilmington, N. C.

[Endorsement.]

SEPTEMBER 8, 1863.

Reported with 54 men.

J. R. TUCKER,
Flag-Officer Afloat.

SPECIAL ORDERS, No. 186. } HDQRS. DEPT. OF SOUTH CAROLINA, GEORGIA, AND FLORIDA, *Charleston, S. C., September 18, 1863.*

* * * * * * *

VII. Lieutenant Glassell, C. S. Navy, having volunteered for the duty, will report to Brigadier-General Ripley for special service against the fleet of the United States off this harbor. He will be

assisted by Captain Theodore Stoney as first officer, J. H. Tomb, engineer, and Charles Scemps and James Ables as assistants.

* * * * * * *

By command of General Beauregard:

JNO. M. OTEY,
Assistant Adjutant-General.

Lieutenant GLASSELL, C. S. Navy.

FLAGSHIP CHARLESTON,
Charleston, September 18, 1863.

SIR: By a recent letter received from the Department, I find that the detachment of officers and men under your command was intending to form a part of the boat party under Lieutenant-Commander Rochelle.

You will be pleased to report the officers and men, who are not otherwise provided for, to Lieutenant-Commander Rochelle for duty, with the exception of yourself, you being regarded as on special service for the present.

Very respectfully, your obedient servant,

J. R. TUCKER,
Flag-Officer, Commanding Afloat.

Lieutenant W. T. GLASSELL,
Charleston, S. C.

FLAGSHIP CHARLESTON,
Charleston, September 22, 1863.

SIR: You will assume command of the torpedo steamer "David," and when ready, will proceed to operate against the enemy's fleet off Charleston Harbor, with a view of destroying as many of the enemy's vessels as possible, reporting the results to me.

Very respectfully, your obedient servant,

JOHN R. TUCKER,
Flag-Officer, Comdg. C. S. Naval Forces, Charleston Harbor.

Lieutenant Commanding W. T. GLASSELL, C. S. Navy,
C. S. "David," Charleston, S. C.

Report of Captain Rowan, U. S. Navy, commanding U. S. S. New Ironsides.

U. S. S. NEW IRONSIDES,
Off Morris Island, South Carolina, October 6, 1863.

SIR: I have the honor to report the circumstances attending the explosion of a torpedo against the side of this ship last night at a quarter past 9 o'clock.

About a minute before the explosion a small object was seen by the sentinels and hailed by them as a boat, and also by Mr. Howard, officer of the deck, from the gangway. Receiving no answer, he gave the order "fire into her." The sentinels delivered their fire, and immediately the ship received a very severe blow from the explosion, throwing a column of water upon the spar deck and into the engine room. The object fired at proved to be (as I subsequently learned from one of the prisoners) a torpedo steamer, shaped like a cigar, 50 feet long by 5 feet in diameter, and of great speed, and so submerged, that the only portion of her visible was the coamings of her hatch, which were only 2 feet above the water's edge and about 10 feet in length.

The torpedo boat was commanded by Lieutenant Commanding Glassell, formerly a lieutenant in our Navy and now our prisoner. He states that the explosion threw a column of water over the little craft, which put out the fires and left it without motive power, and it drifted past the ship.

Nothing could be seen from the gun deck, and to fire at random would endanger the fleet of transport and other vessels near us. The marine guard and musketeers on the spar deck saw a small object, at which a very severe fire was kept up, until it drifted out of sight, when two of the monitors, the *Weehawken* and *Catskill*, passed under our stern and were close to it, when it suddenly disappeared. Two of our cutters were dispatched in search of it, but returned without success.

I hope our fire destroyed the torpedo steamer, and infer the fact from the statement of Lieutenant Commanding Glassell, who acknowledges that he and Engineer Tomb and pilot, who constituted the crew at the time of the explosion, were compelled to abandon the vessel, and being provided with life-preservers, swam for their lives. Glassell hailed one of our coal schooners as he drifted past, and was rescued from a grave he designed for the crew of this ship.

Very respectfully, your obedient servant,

S. C. ROWAN,
Captain, Commanding.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Captain Rowan, U. S. Navy, commending Acting Ensign C. W. Howard of the U. S. S. New Ironsides.

NEW IRONSIDES,
Off Morris Island, October 6, 1863.

SIR: I call your attention to the fine conduct of Acting Ensign C. W. Howard of this ship, who has always behaved well under fire, and was particularly conspicuous last night while in charge of the deck, in mounting the rail of the ship and ordering the sentries to fire on the approaching torpedo vessel. He received, while in this position, a gunshot wound from the enemy, which I fear will prove fatal. I respectfully recommend him for promotion to acting master.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Captain, Commanding.

Rear-Admiral J. A. DAHLGREN,
Comdy. South Atlantic Blkdg. Squadron, off Morris Island.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the operations of the Confederate torpedo "David."

Confidential.] [U. S. FLAGSHIP] PHILADELPHIA,
At Sea, October 7, 1863.

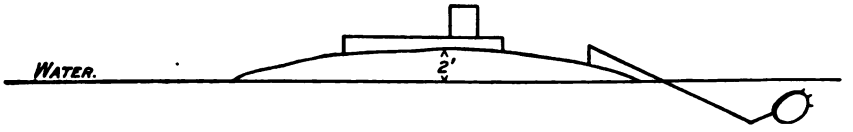
MY DEAR SIR: I send you a lengthy official report of the new torpedo vessel "David" to which I will only add a few lines.

Among the many inventions with which I have been familiar, I have seen none which have acted so perfectly at first trial.

The secrecy, rapidity of movement, control of direction, and precise explosion indicate, I think, the introduction of the torpedo element as a means of certain warfare. It can be ignored no longer. If 60 pounds of powder, why not 600 pounds?

I would advise, therefore, that the subject be fully traversed on the basis developed by the enemy, and then improved on afterwards.

The sketch given me by one of the men who was in the "David" is thus:



You have only to complete this by extending it so as to form a cigar 50 feet long and 5 to 6 feet in diameter, about 2 feet being above water. There is a long hatch, with a coaming, through which rises the pipe. The crew stand in the space opened by the coaming, and my informant, who is a short man, says, that when standing on the iron ballast, he could just see over the coaming.

The torpedo is said to project about 10 feet, which I am unable to reconcile with the length of the craft that is immersed.

The "David" moved so rapidly that but a few moments intervened between getting sight of her and the blow.

The mysterious part is that after the explosion it was thought that two monitors saw and fired at the vessel. The captain affects to believe that it went down, but of the precise fact nothing is actually known.

October 8.—The foregoing was written last night. This morning I am at Port Royal to see if the monitors here under repair can not receive some arrangement to stave off these torpedoes. I left Rowan in command at Charleston and will probably get back to-morrow.

By all means let us have a quantity of these torpedoes, and thus turn them against the enemy. We can make them faster than they can.

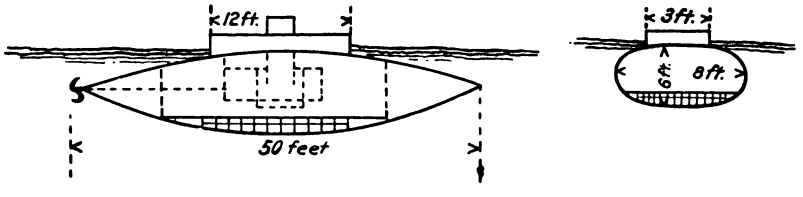
Very respectfully, your obedient servant,

JOHN A. DAHLGREN.

Assistant Secretary Fox.

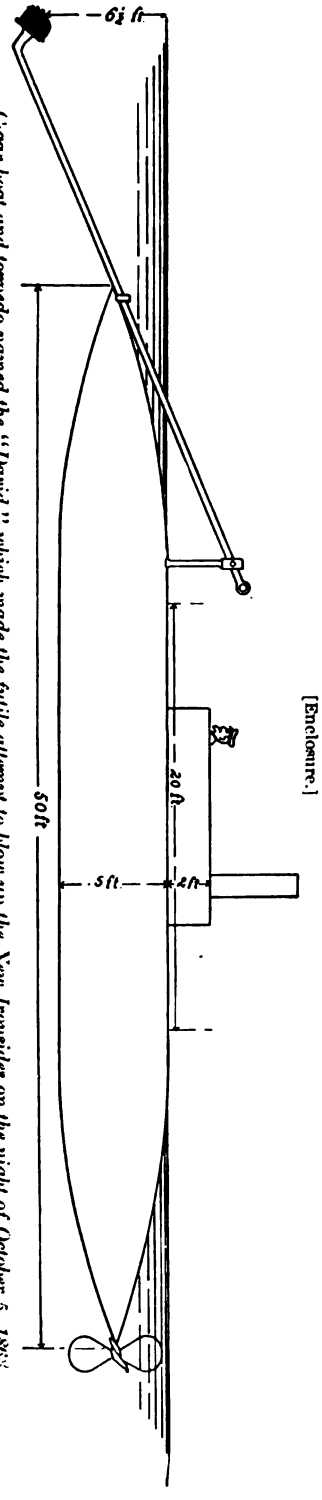
[Enclosures.]

A vessel of this kind about 50 feet long, 8 feet wide by 6 feet, and elliptical form would, immersed awash, displace about 24 tons as a paraboloid; the greatest cross-section would be 38 square feet; if made of full one-eighth-inch plate iron the weight would be nearly 5 tons, and there would thus be 18 to 19 tons for machinery, coal, and ballast.



For permanent stability the vessel would require some 2 tons of iron ballast, as, from the shape, the machinery would necessarily be high. For creeping up very little speed would be required, and only when within about 180 yards, a five minutes' run, will the whole speed be required. A high-pressure engine would be the lightest kind; about 10 to 13 tons can be allowed for the engine and 3 to 6 tons for the coal and men. A vessel to be used under water must be elliptical in every direction, so that the water may pass over as well as under it.

[Enclosure.]



Cigar boat and torpedo named the "David," which made the futile attempt to blow up the New Ironsides on the night of October 5, 1863

Report of Rear-Admiral Dahlgren, U. S. Navy, announcing the death of Acting Master Howard, U. S. Navy.

No. 190.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 10, 1863.

SIR: I deeply regret having to inform you of the death of Acting Master Howard, of the *Ironsides*, who died to-day about sunset from the wound inflicted by a shot fired at him from the torpedo vessel "David."

Mr. Howard had raised himself from the ranks to be an acting ensign, and by his intelligence, attention to duty, and solid worth had won for himself the respect of all who were associated with him.

As soon as the nature of the wound was ascertained, there was little hope of his recovery; and in promoting him to be an acting master I felt that it was but taking your place in the payment of a just tribute to an honest man, who had just given his life to his country.

I have the honor to be, very respectfully, your obedient servant,
JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding Lieutenant Glassell, C. S. Navy.

No. 191.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 12, 1863.

SIR: My regular mail, prepared for the *Arago*, again failed, as that vessel steamed away from the boat of the *Wabash* carrying the mail, though less than 200 yards distant. I have therefore sent a tug with the letters to Fortress Monroe; also Lieutenant Glassell, of the rebel Navy, who commanded the torpedo vessel "David," and was picked up after the attempt.

It is desirable that this officer should not be allowed to return here until some time has elapsed, as he could not fail to be of great service to the enemy in future operations of the same kind.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding injuries sustained by the U. S. S. New Ironsides.

No. 258.—Confidential.] U. S. S. PHILADELPHIA,
Off Charleston, November 19, 1863.

SIR: Captain Rowan informs me that upon removing coal in the bunkers of the *Ironsides*, it is discovered that the damage done by the torpedo was much more serious than first appeared.

I have not yet received a written report, as the examination is not yet concluded, but will inform the Department at the earliest date.

I need not urge the importance of keeping the facts from publicity. Everything will be done here to that end, though it is difficult to evade the researches of public correspondents.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral.

Hon. G. WELLES.

Report of Rear-Admiral Dahlgren, U. S. Navy, forwarding reports regarding injuries sustained by the U. S. S. New Ironsides.

No. 279.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 30, 1863.

SIR: I enclose, for the information of the Department, reports on the injuries to the *Ironsides* from the torpedo.

I am not informed, however, that the vessel leaks unusually, and so long as that is the case she ought to be retained here until at least the attack on Charleston has been effectual, which I hope is not far distant now.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. NEW IRONSIDES,
Off Morris Island, November 28, 1863.

ADMIRAL: I enclose herewith, in obedience to your order, the report of the carpenter, Mr. Bishop, giving a detailed account of the injuries this ship received by the explosion of the torpedo.

The ship is very seriously injured, and ought to be sent home for repairs as soon as it is possible to spare her services here.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Captain.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Subenclosure.]

U. S. S. NEW IRONSIDES,
Off Morris Island, South Carolina, November 24, 1863.

SIR: In obedience to your order, I have examined the injuries discovered in the coal bunkers, resulting from the attack made on this ship by the rebel torpedo boat "David" on the night of the 5th ultimo, [and find them] to be as follows:

One hanging knee abreast the engine room started off 10 inches from the clamps and ceiling; two strake clamps and five strakes ceiling broken in two in a perpendicular line; the hanging knee is started entirely from the beam and the beam badly smashed; the fore-and-aft piece that forms the engine room is split for about a space of 4 feet and likewise started from the ends of the spur beams from 3 to 4

inches. Six of the lap knees are also started. The stanchions that support the fore-and-aft piece of the engine room and likewise from the coal bunkers are entirely gone at the head. The ceiling is started off from the frame of the ship for a space of 10 feet, both forward and aft of the hanging knee; forward of the knee, where the ceiling forms a butt, it has started 10 inches from the ship's frame, and the side of the ship is sprung in from 4 to 5 inches for a space of some 40 feet. When the ship was examined outside by the divers, they reported the planking abreast the engine room shattered for a space of 6 feet in depth, 10 to 12 feet in length, and about 1½ inches in the face of the planking. The oakum is also started in the seams. In examining the gun and berth decks I find the spirketing and waterway on berth deck started in 3 inches for a space of 20 feet. The bulkheads and shelving of three store rooms abreast the engine room were entirely knocked down. The stanchions that support the fore-and-aft piece that forms the engine room on gun deck were carried away at the heel, carrying the joiner work with them. The stanchions that support the spar deck around the engine room were jumped out of the iron sockets by the shock. The waterway on the gun deck abreast the engine room is started from the deck three-quarters of an inch for a space of 30 feet, causing the deck to leak badly. The above injuries were all caused by the explosion of the torpedo. In my opinion this ship ought to be docked as soon as she can possibly be spared from this harbor.

Very respectfully, your obedient servant,

T. H. BISHOP,
Carpenter, U. S. Navy.

Abstract log of the U. S. S. New Ironsides, Captain S. C. Rowan, U. S. Navy, commanding.

October 5, 1863.—Off Morris Island. From 8 to midnight: At 9 p. m. discovered a very peculiar looking steamer which at first appeared like a boat standing toward our starboard beam from seaward; hailed her rapidly four times, and she making no reply, fired into her with musketry; she returned fire, dangerously wounding Ensign C. W. Howard in charge of the deck. Almost at the same time the steamer struck us near No. 6 port, starboard side, exploding a large torpedo, shaking the vessel and throwing up an immense column of water, part of which fell on our decks. The steamer then dropped astern; continued firing at her with musketry as long as she was in sight; also fired two guns from starboard broadside. Dispatched second and third cutters in pursuit. The explosion of the torpedo knocked down armory bulkhead and store rooms in wake of the explosion. William L. Knox, ordinary seaman, leg broken; Thomas Little, master at arms, several severe contusions from the shock of the explosion.

Extract from the Diary of Rear-Admiral Dahlgren, U. S. Navy.

October 5, 1863.—Had an event to-night. It was not quite 10 p. m. when the signal officer announced that General Terry had informed General Gillmore by telegraph that there was trouble among the vessels—heavy musketry firing. The tide was too low to get out of the

creek, so I had to get information as I could, but there was no signal, no further firing, nor could anyone tell. Got out into the channel during the night and steamed to the *Ironsides*, where I learned that a torpedo had been exploded under her.

Tuesday, October 6.—Quite early a frightened wretch was brought to me as taken out of the water after escaping from the torpedo. He gave a full statement. The vessel was about 50 feet long, made like a cigar, 5 to 6 feet in diameter, with an engine which would drive her 8 to 10 knots. At the bow was a bar 10 feet long, with a torpedo at the end holding 60 pounds of powder, with four nipples to act by percussion. There were 4 persons in the boat, and they stood on the bottom with their heads out of the hatch, which was made in the part out of water. They left Charleston at dusk, passed our vessels in the dark, then returned and attacked the *Ironsides*. He could not tell whether the captain or the pilot fired at and wounded the officer of the deck. The immense jet of water that came down put out the fires of the "David."

It seems to me that nothing could have been more successful as a first effort, and it will place the torpedo among certain offensive means. The captain was also picked up. His name is Glassell, and he was formerly a lieutenant in our Navy; now in that of the Confederates. I did not see him, as I could get nothing from him. What became of the other two and the boat no one could say. They may have perished or not.

October 7.—I concluded to visit Port Royal to see the fleet engineer and superintendent of monitors, in order to have some fixture for keeping off torpedoes from the monitors, as they might be fatal.

October 10.—Returning found things as I left them. * * * About sunset poor Howard died of the one little buckshot which struck him from the torpedo. I had made him a master the next day, but a Higher Power has given him a better promotion. (It savors to me of murder.)

November 18.—Captain Rowan came on board to report that in removing coal in bunkers of *Ironsides* it was discovered that the injury from torpedo was very serious, and extended down toward the keel.

Extract from report of the Secretary of the Navy of the Confederate States, dated November 30, 1863.

On the evening of the 5th of October, Lieutenant W. T. Glassell, in charge of the torpedo boat "David," with Assistant Engineer J. H. Tomb, Pilot Walker Cannon, and Seaman James Sullivan, left Charleston to attempt the destruction of the enemy's ship *New Ironsides*.

Passing undiscovered through the enemy's fleet, he was hailed by the watch as he approached the ship, and answering the hail with a shot from a musket, he dashed his boat against her and exploded the torpedo under her bilge. The fires were extinguished and the boat was nearly swamped by the concussion and the descending water, and Lieutenant Glassell and Sullivan, supposing her to be lost, swam off and were picked up by the enemy. Engineer Tomb and Pilot Cannon succeeded in reaching Charleston with the boat.

Although Lieutenant Glassell failed to accomplish his chief object, it is believed that he inflicted serious injury upon the *Ironsides*, while his unsurpassed daring must be productive of an important moral influence, as well upon the enemy as upon our own naval force. The

annals of naval warfare record few enterprises which exhibit more strikingly than this of Lieutenant Glassell the highest qualities of a sea officer. Lieutenant Glassell and Assistant Engineer Tomb are respectfully recommended for promotion.

Report of General Beauregard, C. S. Army.

CHARLESTON, [S. C.], *October 6, 1863—7:12 p. m.*

Last night Lieutenant Glassell, C. S. Navy, gallantly attempted to blow up the *Ironsides* with the small cigar torpedo boat "David." Explosion occurred at proper time, but either charge was too small or torpedo too near surface water. Damage thus far not apparent. Lieutenant Glassell and 1 man were captured; other 2 returned safely with boat. Commotion on board the *Ironsides* reported very great.

G. T. BEAUREGARD.

General S. COOPER.

Letter from Flag-Officer Tucker, C. S. Navy, to General Beauregard, C. S. Army, forwarding report of the engineer who accompanied Lieutenant Glassell.

FLAGSHIP CHARLESTON,
Charleston, S. C., October 6, 1863.

GENERAL: I have the honor to enclose copy of the report of Acting First Assistant Engineer J. H. Tomb, C. S. Navy, who accompanied Lieutenant Glassell in his expedition against the *Ironsides*. The report of Mr. Tomb is strictly correct and reliable.

Very respectfully, your obedient servant,

J. R. TUCKER,
Flag-Officer, Commanding.

General G. T. BEAUREGARD,
Commanding, etc., Charleston, S. C.

Report of Acting First Assistant Engineer Tomb, C. S. Navy.

CHARLESTON, S. C., *October 6, 1863.*

SIR: I have the honor to report that on Monday evening, 5th instant, Lieutenant W. T. Glassell, Confederate Navy, in charge of the propeller "David" (a small submerged steamer), with the following crew, viz, James H. Tomb, acting first assistant engineer; Walker Cannon, pilot; James Sullivan, second fireman, started from the city and proceeded down the main Ship Channel, passing through the entire fleet of the enemy's vessels and barges until we arrived abreast of the U. S. frigate *Ironsides* at 8:30 p. m. We then stood off and on for thirty minutes waiting for the flood tide to make.

At 9 p. m., everything being favorable, and every one in favor of the attack, we headed for the *Ironsides*. When within 50 yards of her we were hailed, which was answered by a shot from a double-barreled gun in the hands of Lieutenant Glassell. In two minutes we struck the ship (we going at full speed) under the starboard quarter,

about 15 feet from her sternpost, exploding our torpedo about 6½ feet under her bottom. The enemy fired rapidly with small arms, riddling the vessel, but doing us no harm. The column of water thrown up was so great that it recoiled upon our frail bark in such force as to put the fires out and lead us to suppose that the little vessel would sink. The engine was reversed for backing, but the shock occasioned by the jar had been so great as to throw the iron ballast among the machinery, which prevented its working. During this delay the vessel, owing to the tide and wind, hung under the quarter of the *Ironsides*, the fire upon us being kept up the whole time. Finding ourselves in this critical position and believing our vessel to be in a sinking condition, we concluded that the only means of saving our lives was to jump overboard, trusting that we would be picked up by the boats of the enemy. Lieutenant Glassell and the fireman (James Sullivan) swam off in the direction of the enemy's vessels, each being provided with a life preserver, and were not seen afterwards. The pilot stuck to the vessel, and I being overboard at the time and finding that no quarter would be shown, as we had called out that we surrendered, I concluded it was best to make one more effort to save the vessel. Accordingly, I returned to her and rebuilt my fires; after some little delay got up steam enough to move the machinery. The pilot then took the wheel and we steamed up channel, passing once more through the fleet and within 3 feet of a monitor, being subjected the whole time to one continuous fire of small arms, the *Ironsides* firing two XI-inch shot at us.

The pilot (Mr. Cannon) has won for himself a reputation that time can not efface, and deserves well of his country, as without his valuable aid I could not have reached the city.

The conduct of Lieutenant Glassell was as cool and collected as if he had been on an excursion of pleasure, and the hope of all is that he may yet be in safety.

The fireman (James Sullivan) acted in a manner that reflected credit upon himself, having remained at his post until relieved by me.

Very respectfully, your obedient servant,

J. H. TOMB,
Acting First Assistant Engineer, C. S. Navy.

Flag-Officer J. R. TUCKER,
Commanding Naval Forces Afloat, Charleston, S. C.

[Endorsement.]

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., October 7, 1863.

Respectfully forwarded for information of War Department. It is probable the failure to blow up the *Ironsides* is due to the smallness of the charge of the torpedo (70 pounds), considering the thickness of the sides of that vessel, reported at least 5 feet at the depth where struck—that is, about 6½ feet below the surface of the water. The sides of this vessel are nearly vertical to below that depth.

G. T. BEAUREGARD,
General, Commanding.

Report of Commander Balch, U. S. Navy, regarding expedition in Stono River for the protection of a reconnoitering force on John's Island.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, October 6, 1863.

ADMIRAL: By request of General Gordon, commanding south end of Folly Island, I proceeded up this river for the purpose of covering a reconnoitering force on John's Island. They are now absent on that duty, and I shall await the return of General Schimmelfennig, expected every moment.

From our present anchorage, just above Legaréville, we can detect no great change in the earthworks, but have observed men at work on them. It will be too late to get up the river this evening, as I intended doing.

As soon as I can possibly do so I will endeavor to procure the wood required by your order of the 2d instant. The wood will be green, but with a supply of axes, which I have not on board, but will try and borrow, I shall at the earliest moment procure the amount designated by your orders.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Morris Island.

Report of Lieutenant-Commander Cornwell, U. S. Navy, commanding U. S. S. Nahant, regarding observations made while performing picket duty.

U. S. IRONCLAD NAHANT,
Off Morris Island, October 6, 1863.

SIR: During the day this vessel performed picket duty. The enemy were busy strengthening the works on Sullivan's Island with sand bags. At 3 p. m. the enemy fired three shots over us from a long rifled gun of small caliber, which was hauled to the beach near the Moultrie House on a field carriage, and afterwards taken away. We were distant about 2,500 yards from the gun. At sunset a large columbiad was hauled from near Fort Moultrie toward Breach Inlet battery.

Very respectfully, your obedient servant,

JOHN J. CORNWELL,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Commander Creighton, U. S. Navy, requesting instructions regarding his duties in St. Catherine's Sound, Georgia.

U. S. S. MAHASKA,
St. Catherine's Sound, October 6, 1863.

ADMIRAL: I have the honor to report my arrival at this place on the 5th instant. The *Dinsmore* left in obedience to the order received.

I have received a report from Acting Master Nicholas Kirby, commanding the bark *Midnight*, stating that when the men whose terms of service have expired leave he will have but 20 men remaining, none that he can make petty officers of. Nearly all his seamen and ordinary seamen, with some of his principal petty officers, are among those whose terms of service have expired. Not having received any instructions relative to the vessels in this station, or to act in any other capacity than as commander of my own vessel, sent to relieve the *Dinsmore*, I am here without any means of communicating with the other vessels, save by boats to Sapelo, and that at a distance of 15 or 16 miles, through an enemy's country. My supplies and all communication I shall have to obtain in this way, unless I can have the small steamer called the *Paul Jones, Jr.*, now with Lieutenant-Commander Gibson at Doboy.

If it is your desire that I perform the duties of senior officer, I would like to be informed, and I will call that small steamer spoken of to my service.

Very respectfully, your obedient servant,

J. BLAKELEY CREIGHTON,
Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the condition of the U. S. S. Home, and repairs required.

No. 184.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 7, 1863.

SIR: I am in receipt of the Department's communication of 28th ultimo, with enclosed printed letter,* addressed to the Army and Navy Journal, referring to the arrival here of the steamer *Home*, and her condition.

I would respectfully state for the information of the Department, that when the *Home* reached me, upon the written report of her commanding officer, Acting Master W. H. Garfield, I immediately ordered a survey upon the vessel, and herewith enclose a copy of the report of the surveying officers, marked "Dispatch No. 184" ("A"). The report concluded with a recommendation that the *Home* be sent to Port Royal for repairs, and I accordingly dispatched her to that point on the 2d September, with instructions to report to Commander W. Reynolds, senior officer there present, for that purpose.

The following extracts from the reports of Fleet Engineer Danby and Master Carpenter Davies will furnish the Department with the progress of the work:

From Fleet Engineer Danby, September 26, 1863: "The repairs on the machinery of the U. S. *Home* were commenced on the 5th instant and will be finished on the 1st day of October."

From Master Carpenter Davies, September 26, 1863: "U. S. S. *Home* was commenced on the 18th, and will probably be finished in two weeks."

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*Not necessary to publish.

The order for survey on the *Home*, together with duplicates of the report of the board, was forwarded to the Department on the 30th September by the U. S. S. *Massachusetts*, Acting Volunteer Lieutenant West. A recent report, just received from Master Carpenter Davies, says, under date of October 3: "The U. S. S. *Home* was commenced on the 18th September, and will probably be finished next week."

I have not the least idea of the person who wrote the notice referred to, and it was my intention to have the *Home* put in good order as quietly and as quickly as possible, which, as the vessel had been purchased, seemed to be the best thing to be done.

It is impossible for me to stop the mischievous practice of putting everything into print, and the Department will learn from the enclosed slip how very injuriously it operates here at times. It would be of public service if I could only detect some of these offenders.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

Circular.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 25, 1863.

The following has appeared in the Charleston Mercury of the 19th September:

A Yankee letter from off Charleston says: Ensign Benjamin H. Porter, of the *New Ironsides*, who had been detailed for special service by Admiral Dahlgren, on account of the high character he has attained in the fleet, and his daring bravery and prudence, performed a feat on Monday night during the famous bombardment that will insure him high commendation by the admiral. The duty assigned to him was to ascertain the nature and character of the obstructions across the harbor of Charleston, between Sumter and Moultrie. He had been up in one of the *Ironsides'* cutters, with a picked crew, for several nights on this mission, and was prevented from accomplishing it by encountering the picket boats of the enemy. He was pursuing this investigation when he saved the lives of eight of the crew of the *Wabash's* captured boat. On Monday night he was scouting around Sumter, when the furious cannonade commenced. All eyes were centered on the forts, and the work they were doing. But Ensign Porter saw that the opportunity for his work had arrived. The flashing of the cannon from Sumter and Gregg guided his movements, and he was enabled to reach the obstructions without being observed. He spent fully half an hour on them, thoroughly investigating their construction, and moved on toward the fleet in time to reach it by daylight. He immediately reported to the admiral, who declared himself highly gratified at the information, declaring that he now knew all that he desired to know. The information is, of course, kept secret, but will be availed of by the admiral in a few days.

From subsequent events, or rather lack of events, it is to be inferred that "all he desired to know" was, that his monitors would be blown higher than a kite if he attempted to run in.

Here are three persons, one of them in our midst, who voluntarily bestow information on the enemy of the highest importance, and which teaches him how to defeat us in reaching Charleston.

Of what consequence is it whether this is done intentionally or not?

There are probably no means upon which the enemy has so relied for information as this insane propensity for making public the most valuable items.

I deeply regret that it is not in my power to treat this evil as it merits—it is unfortunately one of the besetting sins of the day—but I

call on every true man in this squadron to assist in bringing the perpetrators to condign punishment.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the marine battalion on Morris Island, S. C.

NAVY DEPARTMENT, *October 7, 1863.*

SIR: Unless the services of the marine battalion, sent to you agreeably to the request in your dispatch of the 17th of July last, are absolutely necessary on Morris Island, you will fill up the guards of the vessels in the squadron that have guards, and send the remainder home.

The Department would suggest the withdrawal of the naval battery from Morris Island.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting request of Captain Rowan, U. S. Navy, for equal pay for those serving on monitors and ironclads.

No. 185.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 9, 1863.

SIR: Captain Rowan has handed me the enclosed, on the part of the crew of the *Ironsides*, which so fully sets forth their case, and the grounds on which it rests, as to render it unnecessary for me to do more than to bear witness that the men of the *Ironsides* have always participated largely in the several actions that have occurred with the batteries, and have always handled their guns well.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

[Enclosure.]

U. S. S. NEW IRONSIDES,
Off Morris Island, October 3, 1863.

Sir: The circular order you sent me to be read to the crew of this ship contained an extract from the honorable the Secretary of the Navy, directing one-fourth additional pay to be given to the crews of the monitors.

As this order applied to monitors, I did not read it to the crew of this ship, knowing that it would produce a bad effect. Since then the petty officers came in a body to the mast to ask if this ship's crew

could not be put on a footing with the monitors as to pay. I told them I would refer the matter to you for your favorable consideration.

The crew of this ship suffer discomforts not known to our old style wooden ships. The berth deck is dark and too hot to be occupied, the thermometer ranging from 90° to 103° during the warm weather. The gun deck is lumbered by the gun slides, leaving little room for exercise, and is always wet in stormy weather. The spar deck in dry weather affords the crew breathing room, but in rainy weather the ship is scarcely more comfortable than a monitor.

In view of these considerations, I am of the opinion that it would be judicious, in consideration of the good feeling it would produce, to remove the invidious distinction between the pay of monitors and ironclads. I am of the opinion that landsmen who ship for one year ought not to be included in this bounty, because their term of service expires about the time they have learned to be useful.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Captain, Commanding.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, questioning the feasibility of an advance into Charleston Harbor.

NAVY DEPARTMENT, *October 9, 1863.*
(Per the *Massachusetts.*)

SIR: Your dispatches, numbered 159, 172, 175, and 177, have been received.

In reference to your remarks touching an advance into the harbor of Charleston, encountering the various obstructions, and your wish to have five more monitors, the Department makes the following observations:

The impossibility of getting the vessels which are in the course of construction completed within the time specified and contracted for, continues to gives us great embarrassment. We ought to be able to count with certainty on the completion of the *Onondaga*, with two turrets, and the *Tecumseh* and *Canonicus*, with single turrets, in one month from this date, but from information received within the last forty-eight hours, I do not think we can rely upon them under about two months. When finished they will, with the *Sangamon*, now at Newport News, be placed at your disposal, unless some unanticipated change in the condition of affairs should intervene, such as an interruption of our foreign relations, an unexpected demonstration in the vicinity of James River, or some similar occurrence.

Of the character and extent of the obstructions in the harbor of Charleston, the Department knows nothing. It is therefore wholly unprepared to form any correct opinion as to the propriety of risking the monitor class of vessels among them. If any thorough reconnoissance has ever been made of the harbor by your predecessor or yourself, whereby accurate or reliable knowledge of the obstructions has been ascertained, the facts have never been communicated to the

Department. It is therefore in no condition to give advice, much less instructions, in so important a matter.

The brilliant operations of General Gillmore upon Morris Island, rendered easy of success by the faithful cooperation of the Navy, have secured us a position which enables you to close effectually the port of Charleston. There can be little doubt that General Gillmore's guns on Cumming's Point will render the city untenable, while his own position, protected by the Navy, may be considered impregnable.

These great results attained, it is merely a point of honor whether you shall go in and take a position with your vessels in front of the city, with no cooperating army force to assist or sustain you. However desirable it may seem, under the present excited expectations of our loyal countrymen, that such an attempt should be made, there are important considerations that must not be lost sight of in deciding this question. The Department is disinclined to have its only ironclad squadron incur extreme risks when the substantial advantages have already been gained. Other operations of great importance on our Southern coast are pending, and in case of a foreign war, which has sometimes seemed imminent, these vessels will be indispensable for immediate use.

Previous to his departure to assume his present command General Gillmore stated that, once in possession of Cumming's Point, he could thence reduce Forts Moultrie and Johnson. This opinion probably has undergone no change by what has since occurred. You, doubtless, freely and frequently consult with that officer and interchange views and opinions. In any and every movement requiring naval and military cooperation there should be, and I presume there is, frank and full discussion and mutual and satisfactory understanding. The result of such consultation may be a gradual advance in reducing the defenses and removing the obstructions of the port.

The Department will be glad to hear from you the results of the consultations and the views and conclusions of the commanders so far as it may be advisable to impart them. It would be satisfactory to be informed of General Gillmore's views, as well as your own, as the movements progress in regard to further operations.

On the united and combined wisdom and action of the two officers in command the result mainly depends. That there is perfect accord between you I do not permit myself to doubt. The position of each is one of great responsibility, requiring persistency and decision as well as energy and courage. While there is an intense feeling pervading the country in regard to the fate of Charleston, in which all our loyal countrymen participate, the public impatience must not be permitted to hasten your movements into immature and inconsiderate action against your own deliberate convictions nor impel you to hazards that may jeopard the best interest of the country without adequate results. With confidence in your judgment, firmness, and discretion, as well as in your skill and bravery, the Department will continue to watch your proceedings, hastening as rapidly as possible the completion of the ironclads, and in other respects furnishing you such assistance as it can render.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Report of Lieutenant-Commander Cilley, U. S. Navy, commanding U. S. S. Catskill, regarding observations made while on picket duty.

U. S. IRONCLAD CATSKILL,
Off Morris Island, South Carolina, October 9, 1863.

SIR: In obedience to your order I submit the following report of picket duty:

On the evening of the 7th instant anchored on the advanced line and observed a small steamer plying inside the line of Battery Bee and Fort Sumter, making quite long stops about midway of the buoy obstructions. The *Weehawken* steamed up to off our starboard bow and fired twice toward the steamer. About 9:40 p. m. observed something low in the water coming toward us on our starboard quarter from seaward. Hailed and, receiving no reply, fired at it. It sheered off and shortly after approached us on the port quarter; hailed and fired again at it and turned the guns of turret toward it. It kept off and I sent the picket boat to watch its movements. The boat returned shortly and the officer reported it a torpedo steamer moving toward the *Ironsides*. I immediately made signal 597 and dispatched the picket boat to notify the ironclads. About half an hour afterwards observed firing of musketry in the direction of the ironclads.

At quarter past 11 observed what seemed to be the same low object moving close to the shore from Moultrie House to off Fort Moultrie, when it disappeared in the obscurity.

During the mid watch, about 2, saw musketry firing in the direction of the *Ironsides*, after which all was quiet.

Yesterday observed gangs of negroes at work upon the batteries on Sullivan's Island. Last night everything quiet off Morris Island.

I am, respectfully, your obedient servant,

GREENLEAF CILLEY,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

P. S.—I omitted to state that Fort Sumter fired a sundown gun, loaded with canister or grape, from the north face.

On the morning of the 8th picked up a barrel buoy, which had been, apparently, one of the buoys to the outer obstructions.

Respectfully, etc.,

GREENLEAF CILLEY,
Lieutenant-Commander.

Report of Rear-Admiral Dahlgren, U. S. Navy, urging measures for the prevention of the torpedo work of the enemy.

No. 188.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 9, 1863.

SIR: By the enclosed you will perceive that there are indications that the enemy is pursuing the torpedo business. I would therefore urge the adoption of some measures tending to prevention; among them is very much needed—

1. A number of the fastest pulling boats, of light build.
2. Several fast tugs like the *Pusey*.

3. A number of torpedo vessels, like those described in my dispatch. These can not be supplied too promptly, or we shall sustain some loss.

I would also recommend a class of small steamers, like the prizes *Diamond* and *Jupiter*.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. MORTAR SCHOONER RACER,
Off Charleston, October 8, 1863.

SIR: Last evening at 6 o'clock I sent a boat in charge of D. B. Corey, acting master's mate on picket up in the vicinity of Fort Sumter. Mr. Corey reports that he saw nothing until about 9:30, when he heard one of the monitors firing musketry. Pulled up to her, and was told there was some kind of a craft going toward the fleet; pulled after her, and saw what appeared to be a large boat, but could not see any oars. Pulled back to the *Catskill* and reported it, when he was ordered down to the *Ironsides;* reported to her, and was ordered to pull out on the bar in about 2 fathoms, and lay around there, which he did until 4 o'clock this morning, when he returned on board, it being then quite light.

I am, sir, very respectfully, your obedient servant,

ALVIN PHINNEY,
Acting Master, Commanding.

Captain STEPHEN C. ROWAN, U. S. Navy,
Senior Officer off Charleston, S. C.

Report of Acting Master Phinney, U. S. Navy, commanding U. S. mortar schooner Racer, regarding observations made while on picket duty.

U. S. MORTAR SCHOONER RACER,
Off Charleston, October 10, 1863.

SIR: Last evening at 7 o'clock I sent a boat in charge of Acting Master's Mate D. B. Corey on picket. Mr. Corey reports that he saw nothing until about 11, when he saw something which appeared to be about 10 feet long above water, going very fast. It appeared to extend some ways under water by the ripple it made both ahead and astern. It soon passed out of sight, and he saw nothing more. He returned on board at 4:15 this a. m.

I am, sir, very respectfully, your obedient servant,

ALVIN PHINNEY,
Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN, U. S. Navy,
Comdg. South Atlantic Blockdg. Squadron, off Charleston, S. C.

Report of Acting Master Dean, U. S. Navy, commanding U. S. schooner Dan Smith, regarding the firing of that vessel upon Confederate torpedo boat.

U. S. SCHOONER DAN SMITH,
Off Morris Island, Charleston, October 10, 1863.

SIR: I would most respectfully beg leave to transmit the following statement:

At 10:15 p. m. of the 9th instant the sentry discovered the torpedo boat. When about 80 yards distant, the hail not being answered, I ordered the men to fire. I immediately called all hands to quarters. They appeared to be trying to cross my vessel's bow, but, being fired on, they backed off and headed to the southward until after passing my vessel. The boat moves rapidly and with very little noise. I discharged about sixty rounds of musketry at them as they passed my vessel, with what effect I am unable to say.

Sir, I remain, very respectfully, your obedient servant,

BENJ. C. DEAN,
Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, advising liberal remuneration for the divers called to examine the obstructions in Charleston Harbor.

No. 187.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 10, 1863.

SIR: When the divers had progressed somewhat in cleansing the bottoms of the monitors, it became of importance to ascertain the nature of the obstructions in the harbor, and I asked them to come up from Port Royal to make some examination of them.

On the different occasions when I approached the locality of these obstructions it was impossible to use the divers, because we were engaged in a severe action with the forts the whole time, and it was impossible to manipulate their apparatus. So I have been obliged to forego the idea of making use of them, at least for the present, and have returned them to the work of cleaning the monitors' bottoms. Of course there should be some remuneration to them for time lost in awaiting the opportunity for examining the obstructions. I have asked them to suggest a sum and they name $4,200, which is much less than would have been allowed them if they could not have worked on the monitors. If the Department thinks the sum too great, $500 might be taken off; but this is a peculiar pursuit, which it may be difficult to obtain the use of and may be very valuable to the Government; for instance, after the explosion of the torpedo under the *Ironsides* it was of the utmost importance to know exactly the nature of the injury externally, and this was obtained at once through the agency of the divers; so that I should be inclined to deal very liberally with them.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the condition and movements of various vessels of his command.

No. 189.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 10, 1863.

SIR: The *Fahkee* and *Admiral Du Pont* have both arrived. The former has been discharged and will tow the *Madgie* to Hampton Roads, because it is represented that her bottom is in such condition as to render it advisable that some vessel should be with her.

Mr. Griffin arrived very opportunely, for it seemed questionable whether the *Passaic* could be refitted here. When I learned from him that he had a fuller knowledge of some peculiarities of the vessel that might cause the difficulties, I requested him to examine her, and on my late visit was much gratified to hear that, under his directions, there was every probability of restoring the *Passaic* to good working order.

The *Montauk* and *Patapsco* are also in the hands of the mechanics. The *Lehigh* and *Nahant* will follow. The *Weehawken* has lately returned, having been absent twenty days under repair. I have at last managed to get rid of some of the chartered steamers, the *Curlew* being on her way to New York; the others will follow.

It is proper for me to state, however, that they will be much missed, their service being constantly in requisition in consequence of the number of vessels under repair, there being now at Port Royal the *Huron*, *Chippewa*, *Memphis*, *South Carolina*, *Flag*, *Fernandina* (split her hawse pipe on the way to relieve the *Braziliera*, which needs repair). Sent home, *Conemaugh*, *Lodona*, *Madgie*, *Wamsutta;* in all, ten vessels; which, with the disability of some of the tugs, embarrasses me exceedingly.

The *Sonoma* has just made her number, which will be a great relief, for the *Paul Jones*, being about to leave to supply a vacancy at Murrell's Inlet, was the last efficient gunboat on hand here. The outer blockading force of this port is now reduced to the *Wabash*, *Canandaigua*, *Housatonic*, *Blunt*, and *Hope*, and two little schooners; absent, the *Powhatan* and several gunboats.

I have the honor to be, very respectfully, your obedient servant,
JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, requesting leave of absence on account of disability.

FLAG-STEAMER PHILADELPHIA, *October 10, 1863.*

SIR: I am induced by the prospect of severe discomfort to ask leave to be absent from my post for about a week, which will probably enable me to obtain relief at the North.

No delay can arise to the operations here from this, as I have just returned from Port Royal, where I went to ascertain the probable completion of the monitors, and whether some defense for them

against torpedoes could not be devised. I was informed by the superintendent that the three now there could not be finished in less than three weeks from the coming Sunday (October 11), and as the *Nahant* and *Lehigh* must be repaired afterwards, there is no doubt that I should return here some time before the monitors will be in a condition to operate. Under any circumstances, nothing but absolute necessity would induce me to prefer this request. During my absence Captain Rowan would be in charge, which, I presume, was contemplated by the Department in the event of any casualty to myself.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN.

Hon. G. WELLES,
Secretary of Navy.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, regarding cooperation to be afforded in an army reconnoissance on Long Island, South Carolina.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 11, 1863.

SIR: Colonel Davis has a reconnoissance to make on Long Island, [S. C.], to-night, and the *Sonoma* is appointed to land him.

In so doing the *Sonoma* must not be risked under the battery of the enemy nor in the shoal water near it. A suitable pilot must be sent, and the vessels near the locality should indicate the best approaches and places for landing.

If Colonel Davis desires a launch and howitzer you will supply him.

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN,
Senior Officer Present, off Charleston Bar.

Report of Commander Reynolds, U. S. Navy, regarding the arrival of the U. S. bark A. Houghton at Port Royal, S. C.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., October 12, 1863.

SIR: The bark *A. Houghton*, a small vessel, arrived on the 10th instant, having been sent out by the Department for use as a storeship.

I have for the present quartered the crew of the *Passaic* on board of her while that vessel is repairing.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Lieutenant-Commander Bradford, U. S. Navy, commanding U. S. S. Nipsic, regarding the trial trip of that vessel.

NAVY DEPARTMENT, *October 12, 1863.*

SIR: After receiving on board the *Nipsic* the contractor's engineer and the superintending engineer, proceed with that vessel on a trial trip of three days at sea. At the end of that time you will enter Boston to land the engineers mentioned and report the result of the trip, and if all is satisfactory proceed thence to Charleston and report to Rear-Admiral Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander J. M. BRADFORD,
Commanding U. S. S. Nipsic, Portsmouth, N. H.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Eastman, U. S. Navy, to assume temporary command of the U. S. S. Flag.

U. S. FLAGSHIP PHILADELPHIA,
Off Charleston Bar, October 12, 1863.

SIR: You are hereby detached from the *Weehawken* and will proceed to Port Royal and report to Commander W. Reynolds, senior naval officer there, for the temporary command of the U. S. S. *Flag.*

It is hoped that this change will prove beneficial to you, and supersede the necessity of a medical survey.

Very respectfully,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Lieutenant-Commander T. H. EASTMAN,
U. S. Ironclad Weehawken.

Report of Commander Reynolds, U. S. Navy, urging the strengthening of the blockade.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., October 13, 1863.

SIR: The capture of a third steamer attempting to run the blockade to the southward of this place indicates more urgently the necessity of having efficient vessels to maintain it.

The numerous inlets of the coast of Georgia are easily entered, and now that the attention of blockade runners is directed to this quarter, the two sailing barks at Sapelo and St. Andrew's can not be relied on to intercept them.

The *Hale* and *Norwich*, at St. John's River, and the *Potomska*, heretofore at Fernandina, are represented as being so greatly in need of repairs as to require them to be replaced by other steamers, which should be of a better class of vessels.

Should the rebels use torpedo boats against the blockaders to the southward (and they may attempt it), the sailing barks could not even get out of the way of such assailants.

The *Kingfisher*, at St. Helena Sound, should also be replaced by a steamer, in view of this new condition of affairs.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Acting Master Polleys, U. S. Navy, regarding the loss of the U. S. S. Madgie.

U. S. S. FAHKEE,
Hampton Roads, Virginia, October 13, 1863.

SIR: I have the honor to submit the following report relative to the loss of the U. S. S. *Madgie*, lately under my command, and enclose herewith certified copies of previous reports* made to Rear-Admiral Dahlgren concerning her, viz., reports August 1, September 15, and October 6.

On the 10th instant I received orders from Rear-Admiral Dahlgren to proceed north in tow of the U. S. S. *Fahkee*, and at 5 p. m. left Charleston Bar with moderate breeze from northeast and fine weather, ship leaking at the time about 6 inches per hour. At 4 a. m. on the 11tn wind increased, with a heavy sea, ship pitching heavily and the leak increasing at 9 a. m. Heavy head sea during the day, but by keeping the engine and deck pumps constantly going could keep the ship free. At 5 p. m. I saw a piece of her sheathing come up alongside, and the water at once commenced gaining on the pumps. Thinking the sheathing came from a hole in her bows (see copy of report),† I immediately lightened the ship forward by bringing the chain cables aft on the spar deck. The water still increasing and gaining on the pumps. At 6 p. m., after consulting with the officers, I concluded to abandon the ship, as we could not keep her free. Communicated with the *Fahkee* and sent the paymaster with his books, papers, and funds on board.

At 6:30 water was over the berth deck; pumps still going. At 6:40 engine pumps reported choked; ordered away all boats to save the effects of officers and crew. At 6:45 ordered the men to leave the pumps, it being useless to try to keep the vessel free with deck pumps alone, the water being then over the fire-room floor. At 7 p. m. I left the ship with the last boat and mustered the *Madgie's* crew on board the *Fahkee*.

At 8:45, the *Madgie* having entirely filled, rolled heavily to starboard and sank in 18 fathoms of water, the Frying Pan Shoals lightship bearing by compass N. W., 12 miles distant. The *Fahkee* laid by her till the last, only cutting the towing hawser when the *Madgie* disappeared beneath the water. I can not speak in too high praise of the officers and crew. Although very dark, every one obeyed orders to the last, and the men never left the pumps until ordered to do so by me. But very few of the officers and men saved anything except the clothing they had on. Of the effects of the ship, I saved only the chronometer and three boats.

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* Not necessary to publish.

† For report of Acting Ensign Webb, U. S. Navy, Commanding U. S. S. *Fahkee*, see Series I, Volume 9, p. 237.

Acting Ensign Webb, commanding the *Fahkee*, his officers and crew, rendered all the assistance in their power, and have done everything to make myself, my officers and crew comfortable on their passage to this place.

Awaiting orders of the Department, I have the honor to be, sir, very respectfully, your obedient servant,

WOODBURY H. POLLEYS,
Acting Master, U. S. Navy, late Comdg. U. S. S. Madgie.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Reynolds, U. S. Navy, to forward to Washington, D. C., the cargo of the schooner Mary, captured October 13, 1863.

FLAGSHIP PHILADELPHIA,
Off Morris Island, October 20, 1863.

SIR: I am in receipt of a communication from Acting Master Commanding W. T. Gillespie, of bark *Braziliera*, informing me of the capture by the guard boat of that vessel of the schooner *Mary* and cargo, from Nassau, New Providence, on the evening of the 13th October, off the mouth of Jekyl Creek, while endeavoring to run the blockade. The papers and writings found on board have also been transmitted to me.

Captain Gillespie represents the schooner to be almost worthless, and unsafe, when raised, to send to Port Royal. You will therefore be pleased to send her cargo to Washington for adjudication by the first favorable opportunity that may be afforded, together with the captain and crew, for such disposition as the Department may direct.

The commanding officer of the *Braziliera* should furnish the district judge of the District of Columbia with a report of the circumstances attending the capture of the *Mary*.

The 12-pounder howitzer asked for by Captain Gillespie will be furnished at the earliest time possible.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Commander WM. REYNOLDS,
Senior Officer Present, Port Royal.

Abstract log of the U. S. bark Braziliera, Acting Master Gillespie, U. S. Navy, commanding.

October 13, 1863.—At 5 p. m. a small schooner seen standing in toward St. Simon's. At 6:15 the guard boat left the ship. At 8:45 guard boat burned a Coston light No. 1, and at 8:50 burned another, No. 1. Sent the cutter in charge of Mr. Bennett to learn the cause and render assistance. At 10 Mr. Bennett returned and reported the capture of the prize schooner *Mary*, of Nassau, Captain Hallier, with an assorted cargo.

Report of Lieutenant-Commander Cilley, U. S. Navy, commanding U. S. S. Catskill, regarding observations made while on picket duty.

U. S. IRONCLAD CATSKILL,
Off Morris Island, October 13, 1863.

SIR: I have the honor to submit the following picket report:

Took our station on the advance picket on the evening of the 11th instant; observed the steamer during the night making her usual trip from Sumter to Sullivan's Island and back. Between 2 and 3 a. m. of the 12th, dispatched two rafts, with an XI-inch shell on each, up the harbor. Owing to the neglect of the gunner's mate to remove the safety plug from the fuze, they did not explode, though we perceived one flash and burn between Sumter and Johnson. About meridian yesterday saw three ladies and several officers on the walls of Sumter. Its sunset gun was fired in the direction of Charleston. A gun was fired three times from Charleston, near the yard where a rebel ram is building, and the shot struck between Sumter and Battery Bee, a range of about 3½ miles. From the volume of smoke following each discharge, I should judge that the piece was a very heavy one and loaded with a large charge of powder. As soon as darkness arrived I dispatched another raft with an XI-inch shell on it, and it exploded between Sumter and Pinckney, nearer to Pinckney. Last night observed nothing of importance.

I am, respectfully, your obedient servant,

GREENLEAF CILLEY,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding communication of army transport steamers with blockading squadron.

NAVY DEPARTMENT, *October 14, 1863.*

SIR: On the receipt of your No. 163 the Department wrote to the Secretary of War, suggesting that the *Arago* and *Fulton* be ordered to touch at the outer blockading vessels in going to and coming from Port Royal, and deliver and receive a mail, and he informs me, in reply, that he has given directions to the quartermaster at New York to instruct those vessels accordingly.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding officers commanding ironclads.

NAVY DEPARTMENT, *October 14, 1863.*

SIR: Very young lieutenant-commanders appear in some instances to be in command of the monitor vessels.

The Department desires to be informed if these commands have been offered to older officers and declined; and, if so, you will report the names of such officers and the reasons of their declining such commands.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Lieutenant-Commander Simpson, U. S. Navy, commanding U. S. S. Passaic, giving his experience and observation on ironclads.

U. S. IRONCLAD STEAMER PASSAIC,
Port Royal Harbor, October 14, 1863.

SIR: Conformably to a call from the Navy Department, I have made a report to the commander in chief of this station of the actions in which this vessel has been engaged, but as the letter from the Department implies a desire for such experience as the commanders of the ironclads may have acquired, I respectfully submit the following remarks:

Decks.—In order to prevent dampness on the lower deck of an ironclad monitor, it should be covered with two or three coats of paint, with shellac over all. All the washing that is then required is simply wiping up with a wet cloth or swab. The wood does not absorb the water, and the consequence is a dry atmosphere.

The spar decks of these vessels, as at present constructed, are not sufficiently protected to resist such projectiles as are now in use. The 6 inches of wood are sufficient backing, but the two half-inch plates of iron are unequal to perform the work required of them. In this vessel there have been seven holes made through the deck, the shot driving the iron and wood on the berth deck. The holes made over the berth deck caused such a leak when the deck was awash as to deprive the crew of a large portion of their accommodation, which, at best, is too contracted. Two of these holes are caused by shot which struck the base ring of the turret, near the bottom; one of them just cleared the steam pipe of a blower engine, which, if disabled, would have been a serious damage, as the blowers are literally the life of the ship. One hole over the awning room caused the wetting of all awnings, hammocks, etc., and another over the bread room injured a quantity of bread before it could be removed to another place. It is impossible to plug these holes so as to stop all the leak; in this vessel they have been rammed full of oakum, with heavy bags of sand on top, while below, after chipping off the splinters to obtain a smooth surface, sheet lead has been nailed up under the hole, but all without being able to stop the flow of much water. The surface of the iron on deck is very rough and jagged, and nothing can be done in the way of repair until time is given to cut off all the injured part and to replace it with a new plate.

I recommend that the strength of the decks of the monitors now in service be increased by laying extra plates of 1-inch iron from over the forward part of the magazine and shell room as far aft as the con-

denser, extending the plates only to 2 feet from the edge of the overhang on each side forward and abreast of the turret, contracting the surface abaft the turret so as to cover only 2 feet of the coal bunkers on each side of the boilers and abaft the smoke pipe, running one plate amidships as far as the high-pressure valve. The uneven space thus left on the deck can be covered with planking, which, forward and aft, will be found a great comfort to officers and men; the wooden deck laid on this vessel is found to be a great advantage in preventing rheumatism, and in hot weather in modifying the temperature. The additional weight thus placed on the deck will be about 50 tons.

Armature.—The side armor, as disposed on the overhang of these vessels, does not perfectly fulfill the requirements. A shot of any size never strikes it without producing more or less of serious effect, sometimes breaking through all the plates, generally driving the mass of iron before it into the backing, and sometimes causing leaks; the solid plates of hammered iron on the *New Ironsides*, though only 4 inches in thickness, resist the impact of shot much better than the 5 inches of laminated iron on the sides of the monitors. This difference in effect may be caused by the different manner in which the surfaces are presented to the shot, the sides of the *Ironsides* being inclined, while those of the monitors are vertical. The manner in which this armor is arranged at the stem is very insecure. These vessels are useless as rams, except against wooden vessels. The security is by means of very small bolts at the extremity, which allow the armor to open on a very slight provocation. The armor of this vessel at the stem is sprung apart 6 inches by contact with another monitor while in the act of turning; the collision was one with very slight force. I recommend that all these vessels should be fitted with a shoe, for the purpose of reinforcing the stems.

The laminated iron, when disposed in a plane perpendicular to the flight of the projectile, does not seem to answer all demands, but when disposed in the form of a turret no objection can be raised to it. The turrets are as near impregnable as anything can be made, and 11 inches of iron seems to be enough for all purposes of defense. The only objection to them are the through bolts, which allow the nut inside to fly when the head of the bolt is struck. The new system of making turrets, now adopted by the Navy Department, obviates this difficulty.

Roof of turret.—The most vital and dangerous part of this construction of vessel is the roof of the turret, which must be apparent to everyone as weak; it never can be struck without causing damage. The numbers of the beams should be increased; they should have a better bearing in the wall of the turret (at present they have but 2 inches), the railroad iron should be discarded, and good square iron of proper dimension substituted. The roof of the *Weehawken* was struck at long range; the result was the fracturing of the thigh of one man and lighter wounds to two others, and this, or worse, must be the result as long as the roof is left in its present state.

Present principle of turret.—I will perhaps be excused if I hazard an objection to the principle involved in the present arrangement of turret, pilot house, and spindle. The turret has two bearings on the spindle, one on a shoulder under the center of the floor beams and another (through diagonal braces) from the ends of these beams to another shoulder at the level of the roof. These bearings are pro-

vided with composition rings to prevent "cutting;" the pilot house is supported on the end of the spindle. In order to secure the pilot house from being knocked off by the effect of a blow a composition ring is secured to the roof of the turret which, at its top, has a horizontal flange which overlaps a projecting ring attached to the base of the pilot house. This is the best manner in which the object could be attained, and as long as the form of all parts remains as it came from the foundry or machine shop it will work well. But the battering effect of heavy ordnance will knock anything out of shape, even an 11-inch turret or pilot house, as in the case of this vessel, causing the turret to revolve eccentrically. The effect of this eccentric motion on board of this vessel was the derangement of the whole system by the jamming of a piece of seven-eighths-inch bolt between the composition ring and the old pilot house; the piece of bolt entered freely at the place where it had slipped in, but the eccentric motion caused the surfaces of ring and pilot house to approach each other when the turret was revolved, and the jam took place, thus uniting the turret, pilot house, and spindle, so that the turret could not be made to revolve without carrying with it the other parts of the system. Efforts were made to force them apart with 35 pounds of steam, at the risk of destroying the gearing of the turret engine, and causing the beams of the ship to work several inches, but no effect was produced, and the object could not be attained until the ring was detached from the roof of the turret, when the cause of the difficulty was discovered. This difficulty is most serious in its consequences; the steering gear is, of course, deranged and the pilot house becomes useless. It may occur again in this vessel; it may occur on board of any other vessel of this class. It is also possible that the bearings of the turret in the spindle may cut, although the fact of having two composition surfaces to work on makes the danger remote. Great delicacy is required in adjusting the diagonal braces, and any yielding on their part can, at any time, stop the turret from revolving; they occupy, besides, much room in the turret, interfering with the work about the guns.

I recommend that a system of turret should be devised by which it will have no connection with the spindle, but have a bearing all around its base, running on such antifriction rollers as the inexhaustible ingenuity of our mechanics can invent. The weight will not then be concentrated on one point of the vessel, but will be spread over a greater surface, and the duty of the spindle will be simply to support the pilot house without the remotest chance of derangement; the diagonal braces will be thus removed from the turret.

I would also recommend that the base of the turret should be carried below the spar deck. The base ring, as now attached to turrets, prevents injury to the bottom of the turret itself, but the liability of stopping the revolution of the turret by forcing the iron down to the deck plates is just as great as ever. In a late action in this vessel, owing to this cause, it required at one time 34 pounds of steam to revolve the turret, until melted tallow was squirted in from the outside, and had it not been for the elastic character of the packing under the plate below the ring the turret would have inevitably stopped. I have also had two shots that penetrated the deck directly under this ring. If the base of the turret were carried down below the spar deck it might be so inclosed as to prevent the rush of water into the

vessel through the opening between the turret and deck, as is the case at present. I consider that if it be found practicable to make the system work as I propose, it will be a great improvement.

The composition ring under the turret does not perform the work required of it. After the turret has been struck several times at the base this ring ceases to act independently and attaches itself to the turret, becoming a part of it, and rises or falls or revolves with it. It is also found to be dangerous, as the flange inside of the turret is broken by the force of blows on the base, the pieces flying in over the berth-deck beams. The extra base ring around the turret does not prevent this effect, for, in this vessel, there are three pieces of the flange broken off, one or two of them as much as 4 feet in length.

Compression of the guns.—The system of compression of the guns in the turret of these vessels is too delicate. The perfect action of the compressor plates between the beams, forming the bed or slide, depends on the preservation of the parallelism of these beams. If this parallelism be destroyed the plates take angling, and it has been found at times very difficult to run the guns in and out from this cause. To preserve the parallelism of these beams their elasticity must be perfect, but it is found in practice that after being subjected to a certain amount of compression they require to be wedged apart in order to relieve the effort of running in and out. A simpler method of compression is proposed by Lieutenant William Whitehead, the executive officer of this vessel, which is new only in its application, but which I think could be substituted with advantage for the method now in use. I enclose his sketch.*

Turret chamber.—I would recommend that the floor of the turret chamber be covered with sheet zinc, which will prevent much oil and dirt from going down on the skin. Two hatches, forward and abaft, should also be cut in the deck, in the wake of the heel of the spindle, which, if unshipped, when keying up or lowering the turret, would prevent any hindrance to the rams that are used for these purposes.

Protection for armature.—In remarking the track of shot that have struck on the deck of this vessel I have noticed that when they strike the edge of a plate they break and their effect ceases, leaving the edge of the plate much injured but not affecting the deck beyond. There are now on the deck of this vessel several places where the shot have struck on a plate, pursued its course, burrowing along until the edge of the next plate has suddenly stopped its farther progress.

I can not help thinking that something can be devised to be placed on the outside of the armature of ironclads which might have the effect of robbing the shot of a great portion of its power by causing it to break immediately on impact—in fact, before its whole force is developed on the main armor. The plan that seems to me most feasible is to place over the armature a system of steel-pointed cones, extending over the whole side, these to be so arranged as to bring the points close enough together to prevent a shot of ordinary caliber from striking between the points. The length of the cones would have to be determined by experiment, but I should think 1 inch or 1½ inches would be all that could be required. The projections would, of course, be flattened down by the force of the blow, but I am inclined to believe that they would have their effect in accelerating the moment when the shot would break. If they would not break the shot, of course they

*Not necessary to publish.

would be of no use, but the uniform manner in which the shot breaks when coming in contact with the edge of the deck plates of this vessel induces me to suppose that experiments carried on in this direction may lead to valuable results.

The Department will judge of the value of this report; my effort has simply been to state impressions that I have received while in command of this vessel. They are not theories, but deductions from practical effects which I have remarked during very active operations. I shall be glad if they can be made of any service.

Very respectfully, your obedient servant,

E. SIMPSON,
Lieutenant-Commander, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding condition of vessels and general affairs of the squadron.

No. 194.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 14, 1863.

SIR: I am again reminded, by the weekly returns of vessels under repair, of the necessity of bringing the subject to your attention:

Returned home incapable of any service, *Wamsutta* and *Madgie*, 2; returned home for repair not possible here, *Conemaugh* and *Lodona*, 2; under repair here, *Huron*, *Memphis*, *South Carolina*, *Flag*, *Braziliera*, *Sonoma*, *Potomska*, 7; must be relieved for repair, *Hale*, *Norwich*, *McDonough*, 3; [total,] 14.

These vessels have been replaced by gunboats from the blockade of this place, and as a consequence the number here has been reduced to five vessels—*Wabash*, *Canandaigua*, *Housatonic*, *Paul Jones*, and *Hope*. When I took command there were twelve on this duty. The *Ottawa*, too, is so weak in the boiler as to be unfit for active service, and she is anchored as a guardship at the bar. The *Memphis* being unfit for duty, I have been unable to replace her at her station—Murrell's Inlet.

These facts will not escape the sharp eyes of the traders, and we may look for frequent successful violations of the blockade, unless some efficient vessels are added to the squadron, for there are always more under repair at Port Royal than there is force to work on them. Vessels like the prize *Diamond* would be very serviceable; the *Jupiter* is exactly like her, and I would recommend that these two vessels be taken by the Government at once and lightly armed. The *Jupiter* is at this time detained at Port Royal for some necessary repairs.

The number of men in the squadron has also been seriously reduced, as already represented, the deficiency being 800. The *Dinsmore* is now just in with 149 men whose times have expired. The return home of officers and men for medical treatment is also working to our disadvantage, as well as the inferior quality of men which we receive.

The efficiency of the squadron is thus so much reduced in the number of vessels, of officers, and of men that I beg the consideration of the Department to the subject at its earliest convenience. I enclose two documents * out of a number on hand, which relate to the subject and possess some interest.

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* Not found.

The Department will also perceive that I am discharging several chartered steamers of the *Thorn* class, which have been very useful and will be much missed.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding delay in repairing monitors.

No. 195.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 14, 1863.

SIR: Some two weeks since I expressed the expectation that the seven monitors would be ready for service about this time. I deeply regret to say that I have been egregiously disappointed. Their actual condition is this:

Ready for service, *Catskill*, *Weehawken*, *Patapsco*.

At Port Royal, to be ready November 2, *Passaic*, *Montauk*.

At Charleston, awaiting their turn, *Nahant*, *Lehigh*.

This delay is very grievous at this time, but there is no remedy here for it.

The *Sonoma* had been here very few days when some of the connections of the rudder gave way and it was necessary to tow her to Port Royal.

From the above statement the Department may observe that the seven monitors will not be in a condition for active operations for some time. Meanwhile I will endeavor to prepare the information called for by the dispatch of the Department dated October 9.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, requesting the return of the U. S. S. Powhatan.

No. 196.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 14, 1863.

SIR: In view of the great diminution of the number of vessels of this squadron fit for service, which is seriously affecting the blockade, I would request that the *Powhatan* be directed to return here with all dispatch.

The number of vessels off Charleston is but five, while there were twelve when I took command. The *Powhatan* is also the only vessel, by reason of her speed and power, that can be properly entrusted with the towing of monitors between this and Port Royal.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Master McRitchie, U. S. Navy, commanding U. S. ship Supply, to proceed to Port Royal, S. C.

NAVY DEPARTMENT, *October 15, 1863.*

SIR: Proceed with the U. S. storeship *Supply* to Port Royal, S. C., and report to the senior commanding officer present, and remain there until otherwise ordered by the rear-admiral of the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master D. G. MCRITCHIE,
Commanding U. S. Storeship Supply, New York.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Gillmore, U. S. Army, requesting the latter's views in regard to future operations.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 15, 1863.

SIR: Under date of October 9, the Navy Department observes:

> It would be satisfactory to be informed of General Gillmore's views, as well as your own, as the movement progresses, in regard to future operations.

Now, general, I shall be very glad to give this information to the Department, if you will enable me to do so.

May I ask, therefore, whenever it may suit your convenience, to put it in my power to meet the wishes of the honorable Secretary of the Navy, if you feel so disposed.

Very respectfully, your obedient servant,

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Major General Q. A. GILLMORE, U. S. Army,
Commanding Department of the South, Folly Island.

Report of Lieutenant-Commander West, U. S. Navy, commanding U. S. S. Wissahickon, regarding affairs in North Edisto River.

U. S. S. WISSAHICKON,
North Edisto River, South Carolina, October 15, 1863.

* * * * * * *

On Monday, the 12th instant, the steamer *Peconic* arrived here and landed a detachment of 80 colored infantry, under Captain Wales, of the Fifty-fifth Massachusetts, and a party of engineers, for the purpose of constructing a signal tower 150 feet in height. The spot selected is on Botany Bay Island, about a half mile southeast of its north point, and about 150 yards from the beach. Its position is such that if the rebels are in any force on Seabrook's Island, it must call their attention and fire, as its distance from the woods on Seabrook's will not much exceed 800 yards, and it is scarcely probable that they

will permit uninterrupted communication with Port Royal when it can be so easily broken. To finish and protect it will, I think, require a stronger force, with some artillery. On yesterday at about 5 p. m. five reports of musketry were heard in the woods on the edge of Seabrook's. No persons, however, were seen.

* * * * * * *

While writing this three rebel soldiers are reported on the southeast point of Seabrook's reconnoitering. They are in sight from deck. The executive officer, who has been on Botany Bay Island to procure wood, informs me that a company of rebel soldiers have been marched up the beach of Seabrook's Island into the woods skirting the river and opposite to the camp of the working party of the Fifty-fifth. These were not seen from the ship, but were by the executive officer and the officer of the day on shore. They are either establishing a strong outpost or intend an attack upon the party. I have taken a position to command Bohicket and Townsend's creeks, as well as both shores of the North Edisto River, keeping a picket boat out till daylight nightly.

Very respectfully, your obedient servant,

WM. C. WEST,
Lieutenant-Commander.

Captain GEORGE F. EMMONS,
Chief of Staff, South Atlantic Blockading Squadron,
Charleston, S. C.

Report of Captain Green, U. S. Navy, senior officer off Charleston, S. C., transmitting communication of commanding officer of H. I. M. S. Tisiphone.

U. S. S. CANANDAIGUA,
Off Charleston, S. C., October 15, 1863.

SIR: With the enclosed communications I received a note from Captain Marivault, requesting me to forward them, and also informing me that the communication addressed to you had been left open for my perusal.

He informs you that he is absolutely ignorant of your locality and of the means of communicating with you.

Ensign Dichman assures me that he told him you would give him an interview on board of the *Ottawa* at any hour he might appoint, informing him at the same time of the position of the *Ottawa*, and also by my direction suggested to him the expediency of his proceeding with his vessel to an anchorage inside the light-boat, in order to render his passage to the *Ottawa* more convenient, in the event of your not furnishing a tug for that purpose.

It seems to me that he expects you to provide a conveyance for him to the appointed place of interview.

It is possible some mistake may have been made in the signals yesterday in relation to the interview, and I therefore transcribe them in order to rectify any error that may have occurred:

Canandaigua to *Ottawa:* French commander just arrived; desires interview with commander in chief.

Ottawa to *Canandaigua:* Answered, " 'Whirlwind,' flag-officer's secretary himself, at any hour he will name."

Canandaigua to *Ottawa:* Will interview take place inside or outside of the bar?
Ottawa to *Canandaigua:* Answered, "Interview will take place on this vessel."

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Morris Island.

[Enclosure.]

Translation.] SLOOP OF WAR TISIPHONE,
Off Charleston, October 14, 1863.

ADMIRAL: I have the honor to inform you that the sloop of war *Tisiphone*, under my command, has arrived at this roadstead, having on board M. de Sibourg, chancellor of the French consulate, who left Charleston at the time of the first attack on that place, and who now rejoins his post.

My intention is to communicate with the city and to debark M. de Sibourg, also his wife and their personal luggage, if this will not interfere with the military operations which you are directing against this place. If you see no objection to this movement, it can take place at once.

In any event, admiral, I desire to have the honor of seeing you here, but am absolutely ignorant of your whereabouts and of the means of communicating with you. I limit myself, then, to expressing this wish, and await here until you indicate the mode of transport which you will furnish me to carry out this object.

I am, with respect, admiral, your obedient servant,

H. DE MARIVAULT,
Captain, Commanding Tisiphone.

Admiral DAHLGREN,
Commanding U. S. Forces, off Charleston.

P. S.—I have on board, unofficially, as a passenger the Count of Zeppelies, Wurtemberg officer, who desires to join General Gillmore's army. He is provided for this purpose with passes and authority from Washington, which I suppose are sufficient. He is personally recommended to me by M. Mercier, and several days' passage have made me appreciate in him the qualities which ought to be expected from his station. When I know how to join you, I shall have the honor of presenting him.

H. DE MARIVAULT.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to the commanding officer of H. I. M. S. Tisiphone, authorizing communication of the latter with Charleston, S. C.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 15, 1863.

SIR: I have just received your note of the 14th instant, announcing your intention to communicate with the city and then land Mr. de Sibourg and his lady, if I had no objection, arising from the military operations which I am directing against this place.

For reasons which, as an officer, you can readily appreciate, it was found advisable to enter upon the rule of preventing any communication with the city, and this has been adhered to, except inadvertently in a single case, during my brief absence at Port Royal. In the present instance, particularly as there is a lady of a French diplomatic officer in the case, I will recede from that rule, and beg you will accept it as an evidence of the friendly feeling which my Government maintains toward that of France.

The baggage of Mme. de Sibourg will also be free to pass, as requested by her in a note to me.

Be pleased to enter and leave by the Sullivan's Island Channel.

You add in a postscript that you have on board the Count de Zeppelies, who has been authorized by the U. S. Government to join the forces under General Gillmore.

I shall be pleased to make his acquaintance upon your introduction, but would advise that he shall forward his letters to General Gillmore before landing.

I am, with much regard, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Commanding.

Captain HENRI DE MARIVAULT,
Commanding H. I. M. Corvette La Tisiphone.

Letter of acknowledgment from the commanding officer of H. I. M. S. Tisiphone to Rear-Admiral Dahlgren, U. S. Navy.

Translation.] SLOOP OF WAR TISIPHONE,
Off Charleston, October 16, 1863.

ADMIRAL: I have the honor of acknowledging the receipt of your letter of the 15th instant.

I accept with much pleasure your offer to send a gunboat for me, and I send you in advance my thanks.

I am, with respect, admiral, your very humble servant,

H. DE MARIVAULT,
Captain, Commanding Tisiphone.

Admiral DAHLGREN,
Commanding U. S. Naval Forces, off Charleston.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, declining to increase pay of the U. S. S. New Ironsides' crew.

NAVY DEPARTMENT, *October 16, 1863.*

SIR: I have received your No. 185, enclosing a communication from Commodore Rowan, recommending that the order increasing the pay of the monitors engaged at Charleston be extended to the crew of the *New Ironsides.*

The crew of the *New Ironsides* is not changed, as is required in the monitors; she is high and dry in all weather. If the increased allowance be extended to her crew, there is no good reason why it should not be extended to all others. The Department must decline the request.

Your attention is called to rule No. 4 of General Order relative to correspondence, which requires whole sheets to be used when enclosures are transmitted; also to the instruction requiring semimonthly reports of the stations of the vessels of the squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Telegram.]

NAVY DEPARTMENT, *October 16, 1863.*

Direct the tug *Larkspur* to proceed carefully to Charleston and report to Rear-Admiral Dahlgren.

GIDEON WELLES,
Secretary of the Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Order of the Secretary of the Navy to Acting Master Collins, U. S. Navy, commanding U. S. schooner George Mangham.

NAVY DEPARTMENT, *October 16, 1863.*

SIR: On the receipt hereof, proceed with the U. S. schooner *George Mangham* off Charleston, S. C., and report to Rear-Admiral Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master JOHN COLLINS, Jr.,
Commanding U. S. Schooner George Mangham,
Georgetown, Prince Edward Island.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Babcock, U. S. Navy, commanding U. S. schooner T. A. Ward, to proceed to Murrell's Inlet.

U. S. FLAGSHIP PHILADELPHIA,
Off Charleston Bar, October 16, 1863.

SIR: You will proceed to Murrell's Inlet, about 60 miles north of this, for the purpose of observing a strict blockade of the place.

Take every precaution in communicating with the shore in search of wood or water, and endeavor to obtain such information of the locality, depth of water, enemy, or inhabitants as may be useful to you, and communicate the same to me.

Respectfully, etc.,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Master W. L. BABCOCK,
Commanding Schooner T. A. Ward.

Report of Rear-Admiral Dahlgren, U. S. Navy, urging torpedo warfare against the enemy.

No. 201.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 17, 1863.

SIR: Nothing of importance has transpired since my last.

Last night an object, believed to be a torpedo boat, was seen by our picket boat and one or two of the vessels. On finding itself discovered, it returned up the harbor. A telegram from Richmond, which I observe in our papers, says that two of the crew of the "David" were missing. I conclude that the other two were not missing. Whether this includes the return of these two in the torpedo boat does not appear. It is evident, however, that the enemy intends to prosecute this mode of warfare, and I therefere urge reprisals in kind.

One result we certainly shall gain—that of penetrating into every corner of their harbor and attacking their own ironclads, so that some advantage will be derived from their own labors.

I have for a brief while directed the labors of Mr. Griffin to the refitment of two of the monitors, in consequence of the tardy progress made at Port Royal.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. Seneca, regarding the escape of the steamer Herald from Darien, Ga.

U. S. GUNBOAT SENECA,
Doboy Sound, Georgia, October 17, 1863.

SIR: The day before yesterday a contrabrand came off from the mainland, and from his wandering talk I gather that the steamer which I have been so sedulously watching for must have escaped by one of the creeks to the southward of us on the night before I received information of her. That was the 16th ultimo, but if the description given me of her be true, I can not imagine how she could survive the gale on the night of the 17th.

I think that if the *Paul Jones, Jr.*, were properly armed, any future running of this blockade by unarmed vessels might be prevented. Can not she be furnished with a light 12-pounder howitzer? The launch howitzer belonging to this vessel was left on board the *Vermont* when we went north for repairs in May last.

One gunboat in this sound can not guard all the estuaries and creeks formed by the flowing of the Altamaha to the sea, especially since the port of Charleston has been effectually closed and the enemy seeks other channels of unlawful commerce.

I have the honor to be, sir, very respectfully, your obedient servant,

WILLIAM GIBSON,
Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

P. S.

U. S. GUNBOAT SENECA,
Doboy Sound, Georgia, October 18, 1863.

SIR: This day I spoke the steamer *Herald*, formerly *Lamar* (a prize to the U. S. gunboat *Tioga*), while she was passing this sound. She is the steamer that was at Darien. Her captain states that he rode out the equinoctial gale with a drag and had a very rough time of it.

Very respectfully, your obedient servant,

WILLIAM GIBSON,
Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN.

Letter from Major-General Gillmore, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, regarding future operations against Charleston.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
In the Field, Folly Island, S. C., October 17, 1863.

SIR: In reply to your letter of the 15th instant, in which there is an extract from a communication from the Navy Department of the 9th instant to the effect that it would be satisfactory to them to be informed of my views, as well as your own, as our movements progress in this quarter, "in regard to future operations," I beg leave to state:

First. That I am now awaiting the repairs on the monitors, which, according to your letter of the 29th ultimo, were expected to be finished in a couple of weeks from that time.

You explained to me the day before yesterday, in an interview on board your ship, the reasons for the delay.

Second. When those repairs are completed, the monitors, agreeably to arrangement between us, and in fulfillment of that part of the original programme to which they are supposed to be peculiarly adapted, are to enter the inner harbor, and I am to keep down with my batteries any fire, of whatever kind, from Sumter and from other sources, as much as possible, while the obstructions are being removed and passed. I have confidence in my ability to do this. I also believe the outer obstructions can be removed at night without drawing any fire from Sumter. My picket boats pass around the fort frequently undiscovered.

Third. I have placed Morris and Folly islands in such a condition of defense that they can be held by a small force, to enable me to spare from them enough men to take advantage of any success the ironclads may achieve in the inner harbor.

This is as far as my plans have been reported to the War Department. They are merely details of the original project, as the authorities at Washington will doubtless remember. With yourself I have discussed matters more in detail, but I respectfully suggest that these details ought not to be reported to Washington unless a special request is made for them by both War and Navy Departments. I have little confidence in the safety of important secrets at Washington.

It would doubtless be proper for you to state to the Navy Department whether or not you have confidence in my ability to execute my plans for future operations, and whether, in their execution, you will

secure the measure of cooperation you desire and have a right to expect.

In my opinion, the Department ought to be satisfied with that. Do you not think so, too?

I have the honor to be, admiral, very respectfully, your obedient servant,

Q. A. GILLMORE,
Major-General, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Morris Island.

I have just received your signal dispatch in reference to the use of my calcium light on the *New Ironsides.* I place it at your disposal with great pleasure, and have little doubt that it will aid you in keeping off the torpedo vessel.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Rowan, U. S. Navy, commanding U. S. S. New Ironsides, to adopt measures of defense against torpedo attack.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 18, 1863.

SIR: It is now known that the "David" has got back to Charleston, and the attempt will be renewed on the *Ironsides* with larger charges of powder. Some plan of defense should be resorted to at once. If you have nothing better, try spars or logs floated at a suitable distance from the ship. If you can devise something more effectual, please do so; there is no time to be lost.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain S. C. ROWAN,
Commanding U. S. S. Ironsides.

Captain Dunton, the quartermaster, in answer to my enquiry, says he can supply 30 pine logs, 40 feet long.

J. A. D.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Rowan, U. S. Navy, regarding proposed operations of Lieutenant Phythian, U. S. Navy.

OCTOBER 18, 1863.

DEAR SIR: Lieutenant Phythian, of the *Lehigh*, is desirous of making an effort to operate on the torpedo vessels which he is sanguine of. Please let him, therefore, make a fair trial of his plan and have all the needed facilities.

Very truly, yours,

J. A. DAHLGREN,
Rear-Admiral.

Captain ROWAN,
Commanding Ironsides.

Letter of Rear-Admiral Dahlgren, U. S. Navy, to Assistant Secretary of the Navy, regarding affairs at Charleston, S. C.

FLAGSHIP PHILADELPHIA,
Off Morris Island, October 18, 1863.

MY DEAR SIR: Mr. Griffin has been useful here, and will, I hope, be able to reduce the time of repair for the monitors very much.

After many disappointments, I am loth to promise, but I am now in hope that the ironclads will be ready by November 10 (three weeks). The public demand for instantly proceeding into Charleston is so persistent that I would rather go in at all risks than stand the incessant abuse lavished on me.

It is now certain that the torpedo vessel got back to Charleston. I have just conversed with three refugees who left yesterday, who are engineers, and assure me of the fact. A renewal of the attempt may therefore be looked for, and there is much vigilance exercised; still, it is very difficult to see so small an object at night. If you can, let me have one in thirty days and it will be put to use.

The *Home* is in; I went to see her; she only needed calking, and will be very useful. We are very short of men, and those who come down are said to be very inferior. The *Massachusetts* brought down 199, and at the same time 149 good men left for the North—times out.

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral.

Hon. G. V. FOX,
Assistant Secretary of Navy.

My best regards to Mr. Welles, with thanks for the conclusion of his last letter (October 9).

Could I not have the *Sangamon* by November, first week?

Permit me to add that two teeth of the *Weehawken's* main pinion (for revolving turret) have just been reported as having broken, and it is important to have a new pinion wheel with all dispatch.

Report of Acting Master Meriam, U. S. Navy, commanding U. S. S. Norwich, regarding affairs in St. John's River, Florida.

U. S. S. NORWICH,
St. John's River, October 18, 1863.

SIR: I have the honor to report that three deserters from the rebel forces came in this morning. These make 14 this month. One company at Jacksonville has lost 32 out of 82 men.

The engineers of this ship have succeeded in arranging the engine so as to run with 30 pounds steam, high pressure, at the rate of 3 knots in smooth water. The *Hale's* boilers have been repaired, so that she carries 15 pounds of steam.

I am, sir, very respectfully,

FRANK B. MERIAM,
Acting Master, Commanding, and Senior Officer Present.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding feasibility of an advance into Charleston Harbor.

No. 199.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 18, 1863.

SIR: I have the honor to acknowledge the receipt of your reply (9th October) to my communications, Nos. 159, 172, 175, and 177, and beg leave to premise that my own anticipations as to the repairs of the monitors have been entirely disappointed.

Under date of 29th September (172), I stated to the Department that by the middle of this month I expected to have the seven monitors ready for action. This time is now arrived, and the following exhibits the actual state of these seven vessels:

1st. Charleston.—In complete repair, *Catskill* and *Weehawken*, 2.

2d. Port Royal.—Repaired and presumed to be ready for service, *Patapsco*,* 1.

3d. Port Royal.—Under repair and reported to be ready November 2, *Montauk* and *Passaic*, 2.

4th. Charleston.—Awaiting their turn for repair, which it is hoped may not require very long, *Nahant* and *Lehigh*, 2.

The time that has been required to make these repairs is, to me, entirely unaccountable. I know that exposure to the enemy's heavy guns for two months might well damage even iron, but not to the extent of requiring an average of thirty days for repair.

Impediments in the harbor.—1st. As regards these, some are plain enough, such as the continuous line of works extending from Moultrie on the right, Fort Johnson and its dependencies on the left, Fort Ripley, a small work farther on to the right, supported by the three ironclads, and farther on to the right Castle Pinckney. The first two are formidable works, having been extended and strengthened by the labor of large numbers of men for some time, the rest only so as a part of a system.

2d. There is also a line of piles in front of Ripley that has its purpose, but which is now ascertained not to extend across the channel. The impediments not visible, and of which nothing certain is known, are those which are submerged.

3d. First come those of rope between Sumter and Moultrie. All prisoners, deserters, and other persons of the enemy whom I have seen concur in the existence of these, though having only a partial knowledge of them; they differ in describing their mode of arrangement. My own scouts have been among them and agree they are there, and some of my boats have gone well past them. Various devices have been prepared to get rid of them, and it is not probable that we shall be much troubled in passing them.

4th. But there is another kind of impediment of which we know nothing with certainty—the torpedoes. They may exist or they may not, may act or not when resorted to, and may be anywhere. No one can give certain information in respect to them; some have seen such devices while being made; some think they are located in one place, and some in another, and there is, on the whole, the greatest uncertainty in regard to them. I have examined a number of deserters and prisoners, among them watermen accustomed to the harbor, and one pilot; they all concur as to their ignorance of these torpedoes.

* Completed, and arrived at Charleston 19th October.

All of these, however, will not prevent a suitable force from entering and penetrating to Charleston. There will be seven monitors ready for this service when the repairs are completed, and if no greater consequences depended on the issue than defeat and the loss of some of these I should not hesitate to enter as soon as the monitors were in a condition for service. But the defeat might be so serious as to involve the communications of our forces on the islands, the blockade, and other material advantages, and I confess I am not prepared to risk these unless relieved of the responsibility of such a result, in which case nothing would be more acceptable to me than the enterprise.

I have not forgotten the *Ironsides* in my estimate, but the use to be made of this vessel is not always certain. She has a powerful battery and can fire with great rapidity, and is properly considered a dangerous opponent by the enemy; but, on the other hand, she has a great draft of water, is said not to steer well, and is exposed, in a measure, at the ends, particularly astern; so that in previous actions I have been in the habit, after assigning her station, to leave much discretion to the captain in occupying it.

These are the deductions to be drawn from the present state of affairs, but when the monitors are ready material changes may have occurred which may make it advisable to strike the blow even with the force at disposal, instead of waiting another month for the four which the Department then expects to be ready. If the odds are not too great, the Department may be assured that I shall be ready to advise and to make the trial.

Modes of proceeding.—There are three of these, viz:

1. To enter the harbor directly with the ironclads, passing Moultrie, Johnson, and the obstructions, defeating or driving back the three ironclads, knocking down Ripley, silencing Pinckney, and taking position off Charleston.

2. The army to move on James Island and the navy to assist.

3. The army operating against Sullivan's Island, assisted by the navy.

The first is purely naval. There can be no cooperation with the army and no assistance beyond the action of its cannon on Sumter, Moultrie, and Johnson, which would, however, be very desirable.

If the ironclads should reach Charleston, then the troops might be landed at any point in the harbor which would menace the enemy's communications, and therefore induce him to abandon Johnson or Moultrie.

The second and third modes of operating would be of like nature with that by which Morris Island was reduced—the troops gradually gaining ground on the enemy by trenches and artillery, while the navy covered their advance and checked the movements of the enemy. These, however, must be left entirely to the choice of the general, because it is for him alone to judge of the practicability of the proceeding and of his means to carry it out. May I ask if the Department will object to my cooperating with him in either, in case he should ask it? For my own part, it is natural that I should prefer the first—that is, to enter the harbor with adequate force and make my way to Charleston.

I have thus briefly made known my own views upon the various plans of action, which, with the aid of a map, will, I think, be clear

to the Department, and I will transmit those requested of the general as soon as they are received.

Will the Department permit me to add that I apprehend the work performed by the navy in cooperating against Morris Island is neither known nor appreciated by the public at large, and that great injustice is thus done to the severe labor which all shared in, and to the present inaction, which is, in fact, entirely due to the repairs rendered necessary by the incessant battering from the heaviest cannon through a course of sixty days. In that time the ironclads fired more than 8,000 shot and shells and were hit 882 times, the greatest number received being 164, by the *Ironsides* ("A").

By the presence and action of the vessels the right flank of our army and its supplies were entirely covered; provisions, arms, cannon, ammunition, etc., were landed as freely as if an enemy were not in sight, while by the same means the enemy was restricted to the least space and action. Indeed, it was only by night, and in the line from Sumter, that food, powder, or relief could be introduced, and that very sparingly. The works of the enemy were also flanked by our guns, so that he was confined to his works and his fire quelled whenever it became too serious, in evidence of which are the following telegrams:

Telegrams from General Gillmore.	*Replies from Rear-Admiral Dahlgren.*
July 30, 8 a. m.—The enemy firing musketry from Wagner and interferes with my working. Can you not help me to subdue them?	I have just ordered a monitor and a gunboat into action.
August 11, 2.35 a. m.—Please open as soon as possible; the enemy's fire is very heavy.	All right.
August 17.—To save Sumter, the enemy may attempt a sortie in the morning. Can you get monitors in position as early as to-day?	A detachment of ironclads will be in position at daybreak.
August 17.—The enemy are mounting a heavy gun on the sea face of Wagner.	I have sent two monitors up to keep them quiet in Wagner.
August 19.—If you could replace them (Whitworth guns) with 8-inch guns, and 300 or 400 rounds of ammunition for each gun, it would help us greatly.	I will have them replaced immediately.
August 21.—My approaches to Wagner are suspended, on account of the annoyance from the enemy's sharpshooters. Can you not stop it?	I will try to do so.
August 21.—The fire from Wagner is very galling.	I am now going to move up with the monitors.
August 22.—Wagner has opened a heavy fire on our works. Unless the navy succeed in silencing them, there is great danger of their dismounting our guns.	I will send up two or three monitors at once.
August 22.—Colonel Turner telegraphs me from the front that unless the navy opens speedily two of our guns will certainly be dismounted.	Orders have been given, and the monitors are moving up.
August 23.—Can you let me have some 100-pounder Parrott shells? I am entirely out.	I can let you have 250 shells and 100 shot; also 100 Schenkle shells.
August 27.—Can I take another 8-inch gun and a 100-pounder Parrott from your vessels?	You can take the guns.

When the lodgment was effected on Morris Island, the flanking column was brought up by the boats of the squadron, under the guidance of Lieutenant-Commander Bunce and other officers. Launches from the ships also picketed on the left of the troops during the progress of the engineering operations, and one of the batteries that played on Fort Sumter was mounted with guns obtained from me and manned by seamen under Captain Parker.

There were, moreover, important occasions in which the whole force was brought to bear and when every gun in Wagner was invariably silenced. Reverse this. Suppose us destitute of an ironclad squadron and the enemy's three at liberty to flank our troops.

In thus noting some of the service performed by the navy in reducing Morris Island, there is no intention of abating from the merit of the general on his plan of operation, or the patient labor of our troops in executing it, or the manner in which the artillery did its work; by no means, though there are some miserable creatures who seem bent on such mischief.

But with the possession of Morris Island the joint operation of the two arms naturally come to a conclusion for the time. The engineers had to refortify the whole island, with reference solely to our own interests, which is not yet accomplished, and I was obliged to place the monitors in the hands of the mechanics in order to repair the damages sustained and fit them for further operations, which, also, is not yet accomplished.

When ready to proceed it will remain to act either singly or jointly, as the public interests may require. That the city can be destroyed by the fire from the batteries on Cumming's Point I have no doubt, though it has probably been rendered intolerable to all who can leave by the oppressive measures of their own military authorities, who would, no doubt, rather have this happen than see us enter into possession. But I should not entertain any very sanguine expectations of benefit from such a distant fire, which might destroy houses standing together, but would have little effect on the defenses. The occupation of the city by our own authorities, and the opening of the port to commerce, if the Government desired it, would be far more important, and should the ironclads be able to pass up and menace the city at a decisive distance this might be hoped for.

Having now, in a summary way, touched on the principal topics of the paper from the Department, I beg to assure you of my grateful appreciation of the confidence you are pleased to express in my desire and ability to meet the emergencies of the task assigned me. From the beginning of the war I have given myself and all in my power to uphold the cause of the flag under whose folds I have spent my life, and so it will be for the remainder of that life.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure A.]

Number of shot fired.

	XV-inch.	XI-inch.	Hits.
Catskill	138	425	86
Montauk	301	478	154
Lehigh	41	28	36
Passaic	119	107	90
Nahant	170	276	69
Patapsco	178	230	96
Weehawken	264	633	134
Nantucket	44	155	53
Ironsides	.....	4,439	164
	1,255	6,771	882

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Gillmore, U. S. Army, in regard to future operations.

FLAGSHIP PHILADELPHIA,
Off Morris Island, October 18, 1863.

SIR: Yours of 17th October is just received, and I address you in some haste, in order to transmit the result of our correspondence.

Glancing over the most recent letters that have passed between us on the subject of operations, I find our common relations to be as follows:

1st. After the evacuation of Morris Island on the 6th September there was no joint operation which had been discussed and agreed on. Of course some plan of operation would be agreed on, when both of us were prepared. At that time, however, the monitors needed repairs, and this was commenced immediately.

2d. In this condition of things I addressed you on the 26th September, asking if you could assist my entrance into the harbor by renewing your fire on Sumter. This was in the nature of an enquiry, so that when the monitors were ready I should know precisely what I could calculate upon, and the enquiry had reference to the musketry fire of which I had good reason to know Sumter was capable of operating on men endeavoring to remove the obstructions, whether on the decks of the monitors or in boats.

3d. The meaning of my letter was not clearly understood, as I perceived by your answer, but this was I believe set right by mine of the 29th, and this clearly limits any understanding to your opening a heavy fire on Sumter whenever the monitors are ready to pass in.

4th. This, then, was, if I have comprehended you rightly, the state of our mutual relations at that date, and so continued until our interview on the 15th, when you proposed definitely a new plan for joint operation.

With reference to this I expressed my wish to give you a cordial support as soon as the monitors were completed.

I find, however, on the perusal of the paper from the Navy Department, recently received, that contained the clause which I referred to you, that it will be impossible for me to enter the harbor until I am authorized to do so by the Navy Department. I had made this the subject of a formal reference to the Department, and the Department, before answering, had asked for my views and yours. As you desire, however, that I shall not report the details at Washington unless a

special request is made for them by both the War and Navy Departments, I will not do so; at the same time, if it is not done in season, I apprehend some additional delay beyond the period fixed.

Permit me to suggest, therefore, that you will recede from the request and allow me to ask the consent of the Navy Department, which just at this moment is indispensable.

I do not think that the Department would consider my opinion as an acceptable substitute for your expression of views.

You may be assured, general, in conclusion, that I will give, as I have done hitherto, all the support in my power to any plan of operation you may select.

I had hoped to get back into the creek with a view to an answer in time so that the steamer to-morrow might inform the Secretary of the Navy, and I also wished to see you; but the pilot, however, says the tide is too low, so I shall have to trust to this hastily written letter.

If I have inadvertently fallen into any misunderstanding you will do me the favor to point it out.

Very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Commanding.

Major-General Q. A. GILLMORE, U. S. Army,
Commanding Department of the South, Folly Island.

Order of the Secretary of the Navy to the commandant navy yard, New York.

NAVY DEPARTMENT, *October 19, 1863.*

SIR: Direct the U. S. tug *Carnation* to proceed carefully to Charleston and report to Rear-Admiral Dahlgren.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Order of the Secretary of the Navy to Acting Lieutenant Brodhead, U. S. Navy, commanding U. S. S. Lodona, to proceed to Charleston, S. C.

NAVY DEPARTMENT, *October 19, 1863.*

SIR: Proceed off Charleston, S. C., with the U. S. S. *Lodona* and report to Rear-Admiral Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Lieutenant EDGAR BRODHEAD,
Commanding U. S. S. Lodona, Philadelphia.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding minutes of a conversation with Major-General Gillmore, U. S. Army.

FLAG-STEAMER PHILADELAPIA,
Off Morris Island, October 19, 1863.

SIR: My dispatch 199 contains my views briefly on many of the points involved in future operations. I have now seen General Gillmore, with whom I have had repeated conferences lately, particularly yesterday, and submit the following in his own words:

General G. will have force enough available, without hazarding the security of Morris Island, to occupy the south side of the harbor if the monitors succeed in getting into the channel between James Island and [Fort] Ripley and can hold it.

As the success, however, of this measure will depend on the secrecy with which it is conducted, being in the nature of a surprise, the general is exceedingly desirous that no suspicion thereof shall be allowed to transpire.

If the ironclads in their present force would be risked by going in, the general is in favor of waiting until the others are ready, and meanwhile operating elsewhere.

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J. A. DAHLGREN,
Rear-Admiral.

Hon. G. WELLES,
Secretary of Navy.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Rear-Admiral Dahlgren, U. S. Navy, regarding the U. S. steamers Oleander and Augusta Dinsmore.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., October 19, 1863.

ADMIRAL: The Department, by telegraphic dispatch, directs that the *Oleander* shall return to you immediately. I have given the order. It also directs that the *Augusta Dinsmore* shall proceed to New York with the men whose terms of enlistment have expired. Her engine and boiler have been examined and repaired here, and are now in good order.

I have the honor to be, admiral, very respectfully, yours,
S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockg. Squadron.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Letter from Chaplain Dorrance, U. S. Navy, to Rear-Admiral Dahlgren, U. S. Navy, regarding communication with Charleston by flag of truce.

U. S. S. WABASH, *October 19, 1863.*

DEAR SIR: I have this day communicated with the enemy by a flag of truce. The officer who met me, after apologizing for delaying the truce so long, said he had orders from General Beauregard, through a messenger, not to receive anything unless it was a communication from the admiral to the French consul. He thought there must be some mistake about it. If there was, however, he would communicate by a flag of truce to-morrow. He said our officers and men never were in Sumter, but were taken directly to Charleston. He did not know whether they were there now or not. It is my impression they do not wish us to know.

I left the articles I had with me in charge of Captain Green. I wish to know whether the articles which pass through my hands must be subjected to the inspection of Captain Green, or whether, in the discharge of the duties assigned me, I am to be catechised and controlled by him. I have no inclination or desire to encroach on his prerogatives. If I can not be left untrammeled and be held responsible only by you, I shall esteem it a great favor to be relieved from the duty which you have assigned me.

Respectfully, your obedient servant,

GEO. W. DORRANCE,
Chaplain.

Rear-Admiral JOHN A. DAHLGREN.

Capture of boat's crew from the U. S. schooner T. A. Ward, October 20, 1863, during expedition in Murrell's Inlet for the capture of schooner Rover.

Report of Rear-Admiral Dahlgren, U. S. Navy.

No. 238.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 6, 1863.

SIR: The schooner *T. A. Ward* arrived here on the 3d instant from Murrell's Inlet, where she was stationed, with the intelligence that on the 17th ultimo a schooner was discovered lying about half a mile up the inlet.

Acting Ensign Tillson, of the *Ward*, with two boats, immediately proceeded to board her, which he succeeded in doing without any resistance, there being but one man on board.

She proved to be the schooner *Rover*, a vessel of about 50 tons, and formerly a Charleston pilot boat. Upon examination, she proved to be loaded with a full cargo of cotton. Joseph Stewart, the person captured on board of her, states that she had been lying there for several weeks, waiting a crew to run the blockade to some English port. Finding the schooner hard and fast aground and impossible to get her off, Mr. Tillson set fire to and destroyed her. No papers or documents of any kind were found on board.

On the 20th October a party of 19 men, under Acting Ensign Tillson, was dispatched for a short distance from the *Ward*, in quest of water. Leaving the boats in charge of Acting Master's Mate Elwell, with 7 men, Acting Ensign Tillson, with 10 men, landed. They had proceeded about a mile from the boats when they were surprised and attacked by a large body of the enemy's cavalry, who made them prisoners. The boats were also attacked, but were successfully defended by Acting Master's Mate Elwell and the 7 men who remained; the commander of the *Ward* speaks highly of their conduct.

I have dispatched a vessel of more force (the gunboat *Ottawa*) to that station, which will probably be able to suppress the obvious efforts of the enemy to run out cotton. It is noticeable that at most of the small ports attempts of a like kind have occurred lately, as if the stoppage of all trade here by the blockade had led to them.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Ensign Tillson, U. S. Navy, commanding expedition.

SOUTH HANSON, MASS., *November 5, 1864.*

SIR: I have the honor to report that on the 20th of October, 1863, I left the U. S. schooner *T. A. Ward*, then lying off Murrell's Inlet, South Carolina, in command of a howitzer boat, with a crew of 11 men, under orders from Acting Master William L. Babcock, commanding the *T. A. Ward*, to go in and lie off the beach within easy range and shell the enemy's cavalry, if they attempted to retreat down the beach, while the schooner shelled the building to the northward, occupied by them as quarters. On being joined by another boat with 6 men, in charge of Acting Master's Mate A. Elwell, and upon a given signal being made from the ship, I landed, in further obedience to my orders, to ascertain if a schooner, then lying up the inlet, about 1½ miles from its mouth, and which I afterwards found to be schooner *Cecilia*, of Nassau, New Providence, could be cut out or destroyed; also to examine the locality with a view to obtaining water. Leaving the boats in charge of Acting Master's Mate Elwell, I proceeded up the beach with 10 men. On approaching the schooner we were surprised by a considerable detachment of the enemy consisting of companies A and C, Twenty-first Georgia Cavalry, and, after a brief and ineffective resistance, were compelled to surrender to a greatly superior force. After the skirmish I found James Lacy (ordinary seaman) missing; have reason to believe that he was killed in the skirmish on the beach. An unsuccessful attempt was also made by the enemy to capture the boats. I have no knowledge of any damage sustained by them. After our capture we were forwarded via Georgetown, S. C., and Charleston, to Richland jail, Columbia, S. C.

I am, very respectfully, your obedient servant,

MYRON W. TILLSON,
Acting Ensign, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

SIR: Many of our seamen and marines have died since their removal from Richmond to Andersonville, Ga. I have been informed by reliable members of that prison that the cause of such mortality was starvation and its effects.

The following is a list of the men captured with me and died during their severe imprisonment at Andersonville, Ga.:

Name.	Rank.	Died.
		1864.
William Raymond	Coxswain	July 27.
James Dauphine	Seaman	August 21.
August Kultz	Ordinary seaman	March 29.
John Regan	do	June 18.
Michael Tearney	Landsman	June 30.

Thomas J. Reynolds, ordinary seaman, missing when last heard from, was held as hostage at Salisbury, N. C.

Very respectfully, your obedient servant,

MYRON W. TILLSON,
Acting Ensign, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—Sir:—My post-office address is now South Hanson, Mass.

M. W. TILLSON.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, for the restriction of boat expeditions.

NAVY DEPARTMENT, *November 18, 1863.*

SIR: I have received your No. 238, reporting the destruction of the schooner *Rover* at Murrell's Inlet by the *T. A. Ward*, also the subsequent capture by the rebels of Acting Ensign Tillson, and 9 of the crew of that vessel while on shore.

While the Department views with satisfaction such exploits as the capture and destruction of vessels engaged in violating the blockade, it must express its disapprobation of officers and men straying from their vessels, either with or without permission, resulting in their capture. Stringent measures are needed to correct this evil, and a general order should be issued by the commanding officer of each squadron forbidding it.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. S. Atlantic Blockading Squadron, Port Royal, S. C.

Abstract log of the U. S. schooner T. A. Ward, Acting Master W. L. Babcock, U. S. Navy, commanding.

October 17, 1863.—At 3:30 p. m. came to anchor off Murrell's Inlet, South Carolina. At 8:15 p. m. sent first and second cutters and gig to Murrell's Inlet for the purpose of cutting out or destroying a rebel schooner lying there at that place. The expedition was in charge of Acting Ensign M. W. Tillson.

October 18.—At 1:15 a. m. gig, first and second cutters returned on board, after destroying rebel schooner *Rover*, of Charleston, S. C., laden with cotton and intended to run the blockade for Nassau, New Providence. Finding it impossible to get her out, she was set on fire. Fired 3 shrapnel into her to keep anyone from extinguishing the fire. Fired 3 shell into the rebel barracks, but received no reply.

October 20.—At 1:30 p. m. sent first cutter, armed with 12-pounder howitzer, in charge of Acting Ensign M. W. Tillson, in toward the shore for the purpose of shelling a large frame building, where it was supposed some rebel cavalry were concealed. At 1:45 p. m. called to quarters and opened fire upon the above-mentioned building. At 2:15 p. m. ceased firing and armed the gig, in charge of Acting Master's Mate A. Elwell; sent her to assist the first cutter in effecting a landing for the purpose of reconnoitering and ascertaining, if possible, where a supply of water could be the most easily obtained. At 3:30 p. m. discovered a large body of rebel cavalry charge down upon our men from behind some sand hills. We immediately opened fire upon them, but did not succeed in checking them. Our men were surrounded and the following persons made prisoners: M. W. Tillson, acting ensign; William Raymond, coxswain; W. F. Milne, sailmaker's mate; James Dauphine, seaman; John Regan, ordinary seaman; T. J. Reynolds, ordinary seaman; August Kultz, ordinary seaman; Michael Cram, landsman; Michael Tearney, landsman; John Daily, landsman. At 4:30 p. m. first cutter returned with officer in charge and 5 men. Gig returned with 3 men. Cleared boats and hoisted them in.

Report of Brigadier-General Trapier, C. S. Army.

HDQRS. FOURTH MILITARY DISTRICT OF SOUTH CAROLINA,
Georgetown, [S. C.], October 22, 1863.

GENERAL: I have the honor to report the capture by a detachment belonging to Company B, Twenty-First Battalion Georgia Cavalry, under the command of Lieutenant [Ely] Kennedy, of 10 of the enemy (a lieutenant and 9 men) at Murrell's Inlet, on the afternoon of the 19th instant, under the following circumstances:

About a week ago a schooner attempting to run the blockade into that inlet was driven ashore near by. Her cargo was landed in safety upon the beach and removed behind the sand hills immediately in rear for greater security. The vessel was then burned by the crew. It is presumed that the object of the enemy's demonstration on the 19th was the destruction of this cargo. He approached the shore in two barges, one of them carrying a howitzer. His blockading vessel lay off about 500 yards from the beach. Seventeen men armed with rifles and pistols landed and approached the sand hills. Behind these hills Lieutenant Kennedy had concealed a portion of his men, dismounted. Another body (mounted) was ordered to make a dash upon the enemy's rear as soon as fire was opened upon them in front and cut off their retreat. The orders were executed with promptness and precision, and the result was, as I have reported, without a single casualty on our side, notwithstanding that the enemy opened fire from his gunboat as well as his barges. None of his dead or wounded fell into our hands, but several men were seen to fall when the retreating barges were fired upon.

The little affair reflects much credit upon the skill and judgment of the young officer in command, as well as upon the courage and coolness of his men.

Major [W. P.] White, commanding on Waccamaw Neck, says in his official report: "Every man engaged in the affair deserves commendation." He mentions particularly Sergeant W. H. Crawford, who received the sword of the captured officer. The prisoners leave to-day under guard for the headquarters of the department.

I have the honor to be, very respectfully, your obedient servant,
J. H. TRAPIER,
Brigadier-General, Commanding.

Brigadier-General THOMAS JORDAN,
Chief of Staff.

[Endorsement.]

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., October 25, 1863.

GENERAL: Please express to Lieutenant Ely Kennedy and his command the high sense which the commanding general has of the good conduct which characterized their affair on the afternoon of the 19th instant, at Murrell's Inlet, with the enemy's barges, which resulted in the capture of a lieutenant and 10 men of the enemy's force. The commanding general is further pleased to thank Sergeant W. H. Crawford for the part he took in the transaction, as specially noticed by his commanding officer. Officers and men on outpost service, by

coolness, vigilance, subordination, and resolution may frequently render signal service by successful small encounters with the enemy.

Respectfully, your obedient servant,

G. T. BEAUREGARD,
General, Commanding.

Brigadier-General J. H. TRAPIER.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the relations between himself and General Gillmore, U. S. Army.

No. 203.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 20, 1863.

SIR: In the dispatch of October 9, you are pleased to allude to the state of the relations between General Gillmore and myself. The following note from General Gillmore will satisfy the Department upon this subject, at least to its date (September 23).

MORRIS ISLAND, SOUTH CAROLINA, *September 23, 1863.*

ADMIRAL: I am much chagrined at the reports in the newspapers about my tendering my resignation in consequence of a disagreement between you and myself, and that we did not cooperate cordially.

It is not necessary for me to assure you that I am entirely ignorant of the slightest foundation for such reports and had no idea that they existed until they appeared in the papers. They were doubtless started by some scribbling sensationalist in lieu of news. I will see that they are authoritatively contradicted.

Sincerely, yours,

Q. A. GILLMORE.

Rear-Admiral DAHLGREN,
Light-House Inlet.

I have only to add that General Gillmore spent several hours in conference with me yesterday, as he did on the 15th, and, as usual, in the most friendly manner; and came on board this morning to converse on public business. We spoke on the subject, and the general assured me that he was not aware of any foundation for the current rumors. Indeed, our concurrence on the public business between us, and our personal relations, make such rumors absurd.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Cilley, U. S. Navy, commanding U. S. S. Catskill, regarding picket duty performed by that vessel.

U. S. IRONCLAD CATSKILL,
Off Morris Island, October 20, 1863.

SIR: In obedience to your order I submit the following report of picket service:

Took our station on the advance picket the evening of the 18th, and observed nothing of importance during the night. During Sunday,

observed a large number of laborers employed strengthening the works on Sullivan's Island; also many troops moving toward Breach Inlet. About 3 this morning our lookouts hailed a low, dark object approaching us on our starboard quarter, nearly astern. No reply being given to the hails, opened fire with rifles. It kept away, and shortly after approached on the port quarter, nearly aft. Fired again at it, and it kept away toward the *Ironsides*. Made signal 597, got underway, and steamed to near the *Ironsides* and back to our station without seeing more of the object.

It approached us so near aft that we could not bring our turret guns to bear upon it.

I am, very respectfully, your obedient servant,

GREENLEAF CILLEY,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the completion of repairs to monitors.

No. 202.] FLAGSHIP PHILADELPHIA,
Off Morris Island, October 20, 1863.

SIR: It is now reported to me that the repairs on the monitors may be completed in the first or second week in November, which I hope may be the case, as the work seems to have been stimulated into greater energy.

Having submitted such views as the present state of affairs justify, I would ask to have whatever instructions the Department may choose to give, which, if sent by the *Massachusetts* on her return, will reach me about the 2d November, being just in time.

General Gillmore has written to General Halleck, and it may be well to see his letter,* though quite brief.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the commanding officer of H. I. M. S. Tisiphone to Rear-Admiral Dahlgren, U. S. Navy, requesting transmission of mail.

Translation.] OCTOBER 22, 1863.

ADMIRAL: As I had the honor of informing you, I went to Charleston at the same time as M. de Sibourg, and I have brought thence the correspondence of our consul, which I have added to mine. I had entrusted to me besides a closed bag from the English consulate for New York. For this double mail I should be glad to avail myself of

*See Official Records of the Union and Confederate Armies in the War of the Rebellion, Series I, Vol. XXVIII, part 2, p. 111.

the kind offer you made me of making use of your dispatch boat; but Captain Green having led me to fear there might be some objection on the subject, the officer who takes you this letter is ordered to bring back to me the objectionable package or packages.

I purpose leaving to-morrow for Port Royal, and to that intent I offer you my services, but I lay claim still more to those you were pleased to offer me in regard to any letters that might come from New York for me among your mails. I should be very much obliged to you if you will have them forwarded to me at Port Royal.

An indisposition deprives me of the pleasure of taking to you myself the thanks of Mme. de Sibourg for the extreme kindness you have shown her, but I hope to see you soon when I anchor in the roadstead again before leaving for New York.

In the meantime accept, admiral, the expression of my respect.

H. DE MARIVAULT,
Captain, Commanding Tisiphone.

Admiral DAHLGREN,
Commanding U. S. Forces off Charleston.

Abstract log of the U. S. schooner Norfolk Packet, Acting Ensign Wood, U. S. Navy, commanding.

October 23, 1863.—Off St. Augustine Inlet, Florida. At noon, latitude 30° 05′ N., longitude 81° 05′ W. 8 a. m. to meridian. Saw a schooner to the southward. At 11:15 fired a gun to bring her to, and sent a boat to board her. At 2 p. m. sent a prize crew in the schooner *Ocean Bird* to Port Royal and received on board two men of the prize schooner, John Keating and Daniel A. Bowden.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting the opinion of officers commanding ironclads in regard to future operations against Charleston.

No. 209.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 23, 1863.

SIR: Conformably to your desire, as expressed in the dispatch of the 9th, I have already transmitted my own views in regard to the present condition of affairs here, and also stated my opinion as to what seems advisable in the conduct of the next active operations. These are necessarily imperfect in many respects, owing to the circumstances under which they were written.

I also sent you the remarks of General Gillmore upon the same subject.

The departure of a vessel for the North now enables me to forward the deliberate opinions of the commanders of the ironclads and two chief officers of my staff in regard to future operations against Charleston, which your dispatch also calls for. There were present the eight commanders of the ironclads, Captain Emmons, fleet captain, and Commander Ammen, aid, the latter being the only commander who participated in the attack on Sumter in April under Admiral Du Pont.

Each officer having read carefully your dispatch of the 9th was invited, beginning with the junior, to discuss the whole subject, particularly certain queries which I submitted. This having been done, the queries were amended and shaped so as to meet the views of the council and then voted on.

You will perceive that the first query is entirely independent of all reference to the views of the Department, and on that the four junior officers voted to attack with the present force of seven monitors, the senior members adversely, all having had ample experience in the ironclads under fire, except one on each side, Captains Emmons and Cilley. They are also well acquainted with the locality, its forts, obstructions, etc.

The discussion occupied six hours, so that the several questions were duly considered, and I refrained from expressing any opinion or doing more than regulating the course of business. Captain Cilley acted as recorder.

In addition I send a chart of the harbor, with the position of its defenses, in charge of Captain Ammen, whom I have employed in examining the positions of various points in the harbor.

I beg leave to add that my own views, and I believe those of the officers above given, were influenced by an important fact, which is this: Of itself Sumter is nothing; its cannon, if any are mounted, as rumor has it, would make but a poor show against the ironclads, but it stands at the very entrance to the harbor; is at such a convenient distance from Moultrie and Johnson that their fire sustain and protect it, while its own fire of musketry and of artillery (if it has any) is sufficient to keep the crews of the monitors under cover and prevent them, and of course boats, when we enter from promptly removing the rope obstructions that extend across the entrance from Moultrie to Sumter. Crippled vessels returning might also be seriously embarrassed by its action, circumstances which will explain why I deemed it worth the risk of an assault, in which opinion it seems General Gillmore participated.

While, therefore, Sumter is no longer a powerful fort, which, of itself, could arrest the entrance of our vessels, it serves as an outwork to Moultrie and Johnson, and is to be appreciated in that connection.

Now, if the enemy should be completely driven from it by the fire of the shore batteries, even though we do not occupy it in force (and this, I understand, was one of the results expected from the possession of Morris Island), there is removed an obstacle so important to the action of the steamers as to change the conditions of attack materially, and, in that case, I am by no means sure that the operations by water may not be prosecuted with the present force, or at least [when] reinforced by the *Sangamon*.

Should this be effected, then I would prefer to have full discretion to strike when a fitting opportunity presents, which might occur immediately after the event to which I refer. I send this document, therefore, by an officer who will be able to explain any details that the Department may require, and if Sumter should be entirely abandoned by the enemy, and the occasion should then seem favorable, I hope to improve it.

I enclose herewith a sketch of a contrivance picked up outside the harbor by the *Sonoma*, which is supposed to have drifted from the inner harbor, and to have been part of the obstructions between Sumter and Moultrie.

October 26.—The batteries of Gregg and Wagner have been completed before the monitors and have opened to-day on Sumter, in order to clear out whatever garrison may be there and dismount any cannon that may yet be mounted. I have ordered up the *Patapsco* and *Lehigh* to assist with their rifled cannon. General Gillmore was on board to see me to-day.

Three of the monitors are still at Port Royal—*Passaic*, *Montauk*, and *Nahant;* the *Weehawken*, having broken her pinion (that revolves the turret), is disabled until a new pinion is received from New York, so that I have only three here ready for service.

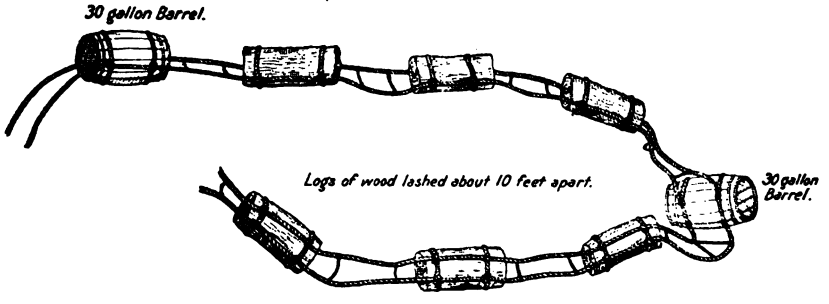
I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

Floated out of Charleston Harbor and supposed to be part of the obstruction between Sumter and Moultrie. Picked up outside by U. S. S. Sonoma, October 22, 1863.



[Enclosure.]

FLAGSHIP PHILADELPHIA,
Off Morris Island, October 22, 1863.

In conformity with the directions of the rear-admiral commanding this station, the following officers met in the cabin of the flagship, viz, J. A. Dahlgren, rear-admiral commanding; Captains Rowan and Emmons; Commanders T. H. Stevens, Ammen, Bryson, and Colhoun; Lieutenant-Commanders Simpson, Davis, Cilley, and Cornwell, and separately read the dispatches of the honorable Secretary of the Navy, of the 9th instant.

After a full expression of opinion and discussion, commencing with the junior officer, the vote was taken on several propositions, shaped so as to meet the general sense of the council.

The questions and votes were as follows:

1st. Will there be "extreme risk incurred without adequate results" by entering the harbor of Charleston with the seven monitors, the object being to penetrate to Charleston?

Voted in the affirmative, Captains Colhoun, Bryson, Ammen, Stevens, Emmons, and Rowan. In the negative, Cornwell, Cilley, Davis, and Simpson. Ayes, 6; nays, 4.

2d. In view of the opinions, etc., stated in the honorable the Secretary of the Navy's letter, should I be justified with my present force

in putting it under the fire of the inner defenses of Charleston for the purpose of destroying the rebel ironclads and shelling the city?

Voted in the affirmative, Cilley and Simpson. In the negative, Cornwell, Davis, Colhoun, Bryson, Ammen, Stevens, Emmons, and Rowan. Ayes, 2; nays, 8.

3d. Should the *Ironsides* enter with the monitors or not?

Voted in the affirmative, Cornwell, Davis, Simpson, and Bryson. In the negative, Cilley, Ammen, Emmons, and Rowan. Doubtful, Colhoun and Stevens. Ayes, 4; nays, 4; doubtful, 2.

4th. If the present force of ironclads is not sufficient to make a direct attack on Charleston, would it be advisable to cooperate with the army in an attack on Sullivan's Island, so as to "advance gradually in reducing the defenses and removing the obstructions of the port?"

Voted in the affirmative, Cornwell, Cilley, Davis, Simpson, Colhoun, Bryson, Emmons, Stevens, and Rowan. In the negative, Ammen. Ayes, 9; nays, 1.

5th. Can we reduce Moultrie or Johnson with the present force of ironclads unassisted by the army?

Unanimous in the negative.

S. C. ROWAN,
Captain.
GEO. F. EMMONS,
Captain.
T. H. STEVENS,
Commander.
DANL. AMMEN,
Commander.
A. BRYSON,
Commander.
EDMD. R. COLHOUN,
Commander.
E. SIMPSON,
Lieutenant-Commander.
JOHN L. DAVIS,
Lieutenant-Commander.
GREENLEAF CILLEY,
Lieutenant-Commander.
JNO. J. CORNWELL,
Lieutenant-Commander.

Report of Rear-Admiral Dahlgren, U. S. Nary, transmitting report of the station of vessels.

No. 210.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 23, 1863.

SIR: I have the honor to acknowledge the receipt of the Department's communication of October 16, and in relation to that part of it calling attention to Rule No. 4 of General Order, relative to correspondence, I beg leave to state that it always affords me pleasure to meet the views of the Department in the minutest details, and any unintentional deviations from its requirements in this respect must be attributed to the pressure of business, naturally incident to squadron duties.

The semimonthly report of the stations of vessels of the squadron had been prepared previous to the receipt of the Department's communication, and is herewith transmitted.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

No. 208.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 22, 1863.

SIR: I have the honor to submit for the information of the Department, the following list of vessels attached to the South Atlantic Blockading Squadron, with their respective stations, on the 15th October:

Charleston, outside the bar, *Canandaigua*, *Housatonic*, *Wabash*, *Sonoma*, *Paul Jones*, *Hope*.

Charleston, inside the bar, *New Ironsides*, *Lehigh*, *Weehawken*, *Catskill*, *Nahant*, *Ottawa*, *Philadelphia* (flagship), *Dan Smith*, *Racer*, *Oleander* (tug), *Columbine* (tug), *Hannibal* (storeship).

Port Royal, *Vermont* (storeship), *John Adams*, *Valparaiso* (storeship), *Mohawk* (guard ship), *O. M. Pettit* (tug), *Chippewa*, *Patapsco* (repairing), *Passaic* (repairing), *Montauk* (repairing), *Flag* (repairing), *Memphis* (repairing), *Potomska* (repairing), *South Carolina* (repairing), *Huron* (repairing), *Daffodil* (tug, repairing), *Rescue* (tug, repairing), *Dandelion* (tug, repairing), *Home* (repairing), *A. Houghton* (bark), *Ironsides* (storeship), *Midnight* (repairing).

Stono, *Pawnee*, *Marblehead*, *C. P. Williams*.

North Edisto, *Wissahickon*.

St. Helena, *Kingfisher*.

Wassaw, *Nantucket*, *Cimarron*.

Off Tybee, *Unadilla*.

Georgetown, *Dai Ching*.

St. John's, *Hale*, *Norwich*.

Fernandina, *Flambeau*, *Para*.

St. Andrew's, *Braziliera*.

St. Catherine's, *Mahaska*.

Sapelo, *Fernandina*.

Ossabaw, *Water Witch*, *Norfolk Packet*.

Doboy, *Seneca*, *Paul Jones, jr.*

St. Simon's, *Stettin*.

Bull's Bay, *G. W. Blunt*.

Light-House Inlet, *Commodore McDonough*.

North, *Powhatan*, *Conemaugh*, *Dinsmore*, *Lodona*, *Madgie*, *Wamsutta*.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, relative to the detention of seamen and others beyond their terms of enlistment.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, October 24, 1863.

It has been my desire to discharge and send home every man at the expiration of his term of service, and this has been done, as well as circumstances permitted, until the present time, when I find I can do so no longer, without reducing the crews of many vessels below the number necessary for their safety.

It becomes imperative on me, therefore, to use the privilege conferred by the act of Congress (July 17, 1862), which gives the power to detain seamen and others, whose terms of service have expired, if, in the opinion of the commanding officer, such is "very essential to the public interests."

The part of the law which is referred to runs thus:

SEC. 17. *And be it further enacted,* That it shall be the duty of the commanding officer of any fleet, squadron, or vessel acting singly, when on service, to send to an Atlantic port of the United States, in some public or other vessel, all petty officers and persons of inferior ratings desiring to go there at the expiration of their terms of service, or as soon thereafter as may be, unless, in his opinion, the detention of such persons for a longer period should be very essential to the public interests; in which case he may detain them, or any of them, until the vessel to which they belong shall return to such Atlantic port; and in case of such detention, the person so sent home, or so detained, shall be subject in all respects to the laws and regulations for the government of the Navy until their return to an Atlantic port and their regular discharge; and all persons who shall be so detained beyond their term of service, or who shall after the termination of their service voluntarily reenter to serve until the return to an Atlantic port of the vessel to which they belong, and their regular discharge therefrom, shall, for the time during which they are so detained or shall so serve beyond their original terms of service, which shall in no case exceed thirty days after their arrival in an Atlantic port, receive an addition of one-fourth of their former pay: *Provided,* That the shipping articles shall hereafter contain the substance of this section.

In conformity, therefore, with the provisions of this act, no further discharges will be made of the crews of vessels, until the arrival of other men shall enable me to do so.

The paymasters of all vessels will, therefore, conformably to law, and without further orders from me, credit every person so detained, with the addition of one-fourth of the pay at which he is rated, when his discharge becomes due.

I am fully aware of the inconvenience and, in many cases, of the hardship of this measure, and all who are interested may be assured that nothing but the absolute necessity of the public service would have induced me to take the step and that I will not detain any of you longer than possible.

Let me urge upon you, therefore, to bear patiently this necessity, and continue to discharge the duty which your country demands of you, like patriotic men. Let it not be said that any one of you has refused to stand by his flag in the hour of its need and in the presence of an enemy.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding marine battalion, transferred from Morris Island to Folly Island, South Carolina.

No. 213.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 24, 1863.

SIR: I beg leave to reply to the Department's communication of October 7 that there are now but 170 marines on duty in the battalion, the reduction being due chiefly to sickness.

The battalion was transferred from Morris Island some weeks since to the south end of Folly Island, where it is encamped in support of the vessels stationed there (*Pawnee*, *Marblehead*, and *U. P. Williams*), to meet a call from Captain Balch, who thinks it advisable to guard against a descent from the enemy in light steamers, similar to those by which the *Harriet Lane* and others suffered. Colonel Reynolds sends off a strong party to the vessels and relieves them.

I submit this statement in order that the Department may modify its order, if it thinks fit, and will await further instructions.

The number of men in the squadron is so much depleted that I could distribute the whole number very advantageously.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Balch, U. S. Navy, urging that the Stono River be obstructed by piles.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, October 24, 1863.

ADMIRAL: Since my last communication the enemy has been employed on the earthworks above Tom Grimball's, on the Stono; they have not yet returned our fire, and I have supposed that they have not yet mounted their guns; the works will be very strong, and so placed as to command the reach from Tom Grimball's up the Stono, the channel being very narrow.

On my last reconnoissance I found that another work, some 200 yards down the river, had been commenced; these works are only defensive, but if a movement should be made by way of the Stono, on James Island, they would render it impossible to land in force at Grimball's till the works were reduced. I mentioned to General Gillmore your suggestion as to driving piles in the Stono; he said if I would cut the piles, he would send the pile driver in and drive the piles. I respectfully ask instructions in reference to the matter; and improve this occasion to repeat the opinion already expressed, as to the additional security it would give to the immense amount of public property in this inlet and on Folly Island, where, to judge of the many warehouses being put up, it is likely a long stay is anticipated. I

deem the piling of the Stono as a very important step toward the security of the transports and material in this inlet.

I am happy to report all well, and all quiet in the Stono.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Report of Lieutenant-Commander Cilley, U. S. Navy, commanding U. S. S. Catskill, regarding picket duty performed by that vessel.

U. S. IRONCLAD CATSKILL,
Off Morris Island, October 24, 1863.

SIR: In conformity with your order, I submit the following report of picket:

Took our advanced station on the night of the 22d and observed nothing of importance during the night.

About 7:30 a. m. on the following day our attention was called to a floating object by two shots from Moultrie. At the first glance it seemed to be the torpedo steamer, but upon closer inspection we ascertained that it was an imitation or sham. It consisted of a raft of boards about 15 feet long, with a long box in the center to represent the hatch, and a piece of stovepipe to represent the funnel. I attempted to tow it alongside, but the current was too strong for the boats to pull against.

The sham was knocked apart and the parts drifted away. About 8:30 last night, observed three steamers maneuvering about the buoy obstructions, and one, the largest, appeared to approach us. We got underway and fired two rounds with the XI-inch and one with the XV-inch, when it and the others retreated and took shelter behind Sumter. During the firing saw a large, low object drifting toward the fleet inside; opened upon it with rifles and sent a boat to reconnoiter. It returned and reported it as a raft, connected with chains, ropes, and pins; sent a kedge and line in the boat and anchored the raft abreast the *Ironsides*. This morning went to the raft and found it numbered about 16 spars, each from 20 to 25 feet in length, with an average diameter of about 10 inches.

* * * * * * *

I am, very respectfully, your obedient servant,

GREENLEAF CILLEY,
Lieutenant-Commander, Commanding Catskill.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Commander Reynolds, U. S. Navy, senior officer at Port Royal, regarding the blockade of Ossabaw.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 25, 1863.

SIR: I am in receipt of yours of 16th October, relative to the detail of the *Norfolk Packet* by me from Ossabaw and informing me that in

your judgment there should be two steamers on that station to render the blockade efficient; that the *Water Witch* alone will not suffice.

I regret to say that I am unable at present to supply you with a vessel for that purpose.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander W. REYNOLDS,
Senior Officer Present, Port Royal.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Rowan, U. S. Navy, urging that the enemy be prevented from replacing the buoy obstructions.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 25, 1863.

SIR: I observe from the *Catskill's* report of picket that three of the enemy's steamers were observed on the 23d maneuvering about the buoy obstructions. As much of these obstructions are known to have drifted away, it is probable that the object of these steamers was to examine and replace them.

This must be prevented if possible, and I wish the attention of the pickets drawn to the subject.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain S. C. ROWAN,
Commanding U. S. S. New Ironsides.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding shot fired by the U. S. S. Ottawa at the prize steamer Herald, transmitting additional reports.

No. 215.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 26, 1863.

SIR: On the night of the 24th instant the prize vessel *Herald* was fired into by the *Ottawa*, and a man killed.

From the reports (copies of which are enclosed), and from verbal statements of the two commanding officers, it appears that the *Herald* had been captured in the Bahamas, and was going north.

Being of very inferior capacity, she was unable to make head against the strong wind and sea that prevailed, and bore away for a port.

Approaching our outside blockade by night, and not making herself known to the *Ottawa*, with which she came suddenly in contact, the latter fired ahead, then backed, and not receiving a satisfactory answer, fired into the *Herald*.

I have not deemed it necessary to go beyond the reports of the commanding officers. The vessels here are in the neighborhood of an active and desperate enemy. Our officers must therefore act on their own discretion, the safety of their vessels being the object, and they

responsible. Any action on my part which would trammel this discretion, or cause hesitancy, would be injurious.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

PRIZE STEAMER HERALD, *October 25, 1863.*

SIR: In accordance with your request, I would report that on the morning of the 24th of October, at 7 o'clock, left Port Royal for Boston. After clearing the bar the course of vessel was E. N. E. until 7 p. m., when altered course to N. E. by E. ½ E., the wind blowing heavily from the northward. About 9 p. m. passed two vessels off Charleston Bar. At 12 midnight the wind increased and at 1.30 a. m., 25th, was so strong that the vessel was unable to make over 2 knots per hour, the vessel pitching and rolling very heavily, and the deck full of water. Finding it impossible to make headway against the wind and sea, the vessel's course was altered to W. S. W. for the purpose of making a harbor, I thinking this the safest plan. On the morning of the 25th, at 3 o'clock, saw a vessel on our port bow; soon after heard the report of a gun; the engine was immediately stopped, and the helm put hard a starboard. While heading for the vessel received a shot which passed through the window sash on port side of pilot house, killing John Gould, seaman, while at the helm; the shot then passing through my berth and out the after part of pilot house, damaging machinery, as per report. At 3.30 came to anchor, and was boarded by an officer from the gunboat *Ottawa*. At 7 hove up anchor, and was towed to our present anchorage by the *Ottawa*.

All of which is respectfully submitted.

THOMAS KING,
Acting Master, U. S. Navy, in Charge of Prize.

PRIZE STEAMER HERALD, *October 25, 1863.*

SIR: In accordance with your request, I would report the damage done to our machinery on this morning. The shot, after passing through the pilot house, struck the safety valve relief tackle, carrying it away, together with the iron brace to which tackle was attached; passing along, it struck a side brace to valve stem guides, breaking the brace in two and bending the guides; the shot then glided off and struck a side rod to air pump, breaking it in two and bending it.

All of which is most respectfully submitted.

HOW'D D. POTTS,
Third Assistant Engineer, U. S. Navy.

Acting Master THOMAS KING, U. S. Navy,
In Charge of Prize.

U. S. GUNBOAT OTTAWA,
Off Charleston Harbor, October 25, 1863.

SIR: I have the honor to report that at 3 o'clock this morning, while at anchor near Rattlesnake Shoal, on the bar, a small steamer showing

one light, stood down toward our starboard bow from the northward and eastward. A starboard gun was fired across his bow to bring him to, at which he immediately sheered across our bows, to port, rounding to rapidly, and standing directly at our port beam. Before firing again, I hailed and received answer, "I am all right." Feeling certain that he was an enemy attempting to board, I fired the port howitzer, the shell from which disabled his engine. I steamed ahead and dropped him to the quarter. Hailing again, received answer that he was from Key West. I ordered him to port his helm and anchor astern, blowing off steam.

I boarded the steamer, ascertaining that the shell had killed the helmsman and broken the connecting rod of his engine. I can not but regret the death of the man, but the steamer's movements were precisely those of an enemy endeavoring to board, and the answer to my hail was so unseamanlike as to make it my duty to prevent a surprise.

I have towed the steamer inside the bar. She proves to be the tugboat *Herald*, a prize to the East Gulf Squadron, bound north from Key West.

Very respectfully, your obedient servant,

WM. D. WHITING,
Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Acting Master McRitchie, U. S. Navy, commanding U. S. ship Supply, regarding his arrival at Port Royal, S. C.

U. S. SHIP SUPPLY,
Port Royal, S. C., October 26, 1863.

SIR: I have the honor to inform the Department of the arrival at this port of the U. S. ship *Supply*, after a passage of five days from New York, and that I have, in obedience to orders, reported to the senior naval officer.

Very respectfully, your obedient servant,

D. G. MCRITCHIE,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the detention of men beyond their terms of enlistment.

No. 216.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 26, 1863.

SIR: I have been informed by the Bureau of Equipment and Recruiting, under date of October 8, that no more men can be sent to this squadron at present, and as the deficiencies already amounted to nearly 800 men, I felt compelled to give no more discharges. Notice has accordingly been given to the crews of the vessels.

I regret the necessity, but there was no remedy, and I hope the Department will concur with me. Some dissatisfaction may naturally be expected, and that may be another reason for distributing all the marines of the battalion among the vessels.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Joint bombardment of Fort Sumter October 26 to November 10, 1863.*

Order from Rear-Admiral Dahlgren, U. S. Navy, to Captain Rowan, U. S. Navy, commanding U. S. S. New Ironsides.

FLAG-STEAMER PHILADELPHIA, *October 26, 1863.*

SIR: To-morrow morning I wish you to send in the *Patapsco* and *Lehigh* to fire at Sumter, in case the shore batteries open. Distance, about 2,000 yards, using the rifle gun only and very deliberately, and to avoid the effective fire of Moultrie or the batteries near it. This is to be particularly attended to. They are to fire deliberately. If you think it advantageous, your own vessel may join, but do not exceed 10 rounds per gun of one broadside.

If the public business permits, I may come out myself.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding.

Captain ROWAN,
Commanding Ironsides.

P. S.—No one of the ironclads must undertake any work that will interfere with action unless permission is received from me.

J. A. D.

Report of Commander Stevens, U. S. Navy, commanding U. S. S. Patapsco.

U. S. IRONCLAD PATAPSCO,
Off Charleston, November 2, 1863.

SIR: I have the honor to inform you that, according to your instruction, I have been engaged for the past week, in cooperation with the batteries on Morris Island, formerly called Forts Gregg and Wagner, and in company with the monitor *Lehigh*, Commander Bryson, in bombarding Fort Sumter. Upon Monday last [October 26], owing to some unfinished work upon the *Lehigh*, she did not participate. The *Patapsco*, upon that occasion, proceeded within 1,800 yards of the fort and opened fire. As the tide was running flood when the order was given I was compelled to fight the ship underway, and, of course,

* For reports of army operations see Official Records of the Union and Confederate Armies in the War of the Rebellion, Vols. XXVIII and LIII.

to some disadvantage Notwithstanding, the fire was effective, almost every shell bursting nearly upon or inside the fort. The next two days, the 27th and 28th, as soon as the tide served, both monitors opened upon the northeast bastion, the fire being very destructive upon this part of the fort and the walls adjacent, so that when the army batteries were directed to this portion the walls, being already greatly weakened by our fire, they soon crumbled. Subsequently to this, our fire has been mainly directed to the Charleston face and interior of the fort, with what effect the appearance of Sumter will clearly indicate. The explosion of the XV-inch shell, fired with 15-second and 20-second fuzes, in the inside of the fort, which gun was fired occasionally, produced an effect which is hardly describable, throwing the bricks and mortar, gun carriages and timber in every direction and high into the air.

The flag upon Sumter was yesterday, at 2 o'clock, shot away for the third time, and has not since been hoisted. A man was seen making an attempt to get it up again, but just at the time three shells from the army and navy batteries exploded over him, doubtless with fatal effect.

The shells of the enemy have fallen around and about us without causing any casualties. It was not, however, until last Saturday, the 31st, their fire seemed to be directed at us, when battery Beauregard and a battery upon James Island opened upon us, striking the *Lehigh* twice, but doing no damage of importance. Upon hauling off from Sumter I stood over toward Beauregard and delivered five shots, four of which landed in the battery and produced great excitement, the people in the neighborhood flying from our shells. Upon this, Fort Moultrie fired one gun. Yesterday we were not molested on that side, although the James Island batteries still continued to fire.

We have been engaged at a distance varying 1,600 to 2,000 yards. I enclose herewith a tabular statement of the firing, from which it appears that out of 455 shots 315 have taken effect upon some portion of the fort. The guns appear to stand the firing well. I have forwarded to the ordnance office an impression of the vents of both guns, taken yesterday after the firing was over.

The rams of the enemy appear to be anchored in Four Fathom Hole, and above Fort Johnson. Upon Friday last, as we were steaming up from the lower anchorage toward Sumter, a boat with a considerable number of men around and in it was seen upon the north shore of Sumter, but before we could get in range the boat and men had disappeared.

Very respectfully, your obedient servant,

T. H. STEVENS,
Commander, Commanding U. S. S. Patapsco.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Bunce, U. S. Navy, regarding the firing from the U. S. S. Patapsco.

U. S. IRONCLAD PATAPSCO,
Off Morris Island, November 2, 1863.

SIR: I have the honor to make the following report of the firing of this vessel:

Date.	Distance.	Object.	Number of fires.	Hits.	Misses.
	Yards.				
Oct. 26	1,800	Fort Sumter	Rifle, 14	8	6
			XV-in., 4	2	2
Oct. 27	1,800	do	Rifle, 44	28	16
			XV-in., 2		2
Oct. 28	1,600	do	Rifle, 69	38	31
			XV-in., 13	6	7
Oct. 29	1,800	do	Rifle, 60	36	24
Oct. 30	1,500	do	Rifle, 64, 68	54	10
			XV-in., 7	4	3
Oct. 31	1,500	do	Rifle, 86	70	16
Nov. 1	1,800	do	Rifle, 78	63	15
			XV-in., 10	6	4

Very respectfully, etc.,

F. M. BUNCE,
Lieutenant-Commander.

Commander THOMAS H. STEVENS,
Commanding.

Report of Commander Stevens, U. S. Navy, commanding U. S. S. Patapsco, regarding casualties from explosion of rifle gun.

U. S. IRONCLAD PATAPSCO,
Off Morris Island, November 2, 1863.

SIR: I regret to inform you that during the bombardment of Sumter this day William Cotter and John Morris, landsmen, were unfortunately killed by the premature explosion of the rifle gun.

How the accident could have occurred I am unable to determine, as the gun had been fired but once since it had been washed out thoroughly, and the cartridge had just entered the gun when the explosion took place.

The two men killed were the second sponger and second loader of the gun.

I have the honor to be, yours, respectfully,

T. H. STEVENS,
Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Cilley, U. S. Navy, commanding U. S. S. Catskill, regarding picket duty performed by that vessel.

U. S. IRONCLAD CATSKILL,
Off Morris Island, November 3, 1863.

SIR: In obedience to your order, I submit the following picket report:

Took position on the advance on the evening of the 1st instant, and observed nothing of importance during the night. A slow, regular

fire kept up from Cumming's Point on Sumter. Yesterday, after the monitors opened fire upon Sumter, moved into line with them and opened fire with the XV-inch with great effect upon Sumter. All its shell, with the exception of the first two, struck. The firing was of great advantage to the gun's crew and enabled us to find out the weak part of the smoke box. Observed the rebels building up Fort Moultrie and a new battery on Sullivan's Island, about half a mile to westward of Breach Inlet observatory. Before sundown the three rams were plainly visible, the one nearest Charleston having a torpedo topped up ahead of her. A side-wheel steamer with two white smokestacks was at anchor behind Fort Johnson. A gun was fired up near where the ram is building, and the shell exploded near Sumter. Sumter's sunset gun was fired in the direction of Charleston. A little after 7 p. m. quite a fire of musketry was opened from Sumter, and a light was seen hurriedly passing along the ramparts. The Cumming's Point batteries opened, and this vessel fired one shell. The musketry firing ceased and the light disappeared. Two boats under sail were seen moving from Sumter toward Sullivan's Island. About 11 p. m. a balloon with two lights attached rose from Sumter and floated toward Fort Johnson, and shortly after a fire broke out in northwest part of Charleston, burning about half an hour. At midnight a steamer left Sumter and moved toward Fort Johnson. At sunrise this morning observed the three rams and the side-wheel steamer anchored in line of battle ahead from Johnson toward Charleston, and each with its torpedo topped up forward of the bows.

Respectfully, your obedient servant,

GREENLEAF CILLEY,
Lieutenant-Commander, Commanding Catskill.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy.

No. 225.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 4, 1863.

SIR: Since my last on the general course of operations here our own part has still been restricted to the repair of the monitors and the cleansing of their bottoms, which had become so foul by the adherence of grass and barnacles as to reduce their speed from 6½ or 7 knots to 3½ and 4. The divers have been engaged in removing these from two or three of the monitors, it is believed with good effect, but in this respect the information is not yet complete, and it is probable that a surer means has been discovered through the agency of Mr. Griffin, that is, the vessels are beached at a suitable place and the barnacles, etc., removed completely from the sides, leaving only the flat part of the bottom to be cleaned by the divers.

It was necessary to replace the rifle gun of the *Patapsco* and the XI-inch of the *Montauk*. There are now two monitors at Port Royal. The *Montauk* arrived here last evening with clean bottom, a new gun, and in good condition. Mr. Griffin is now engaged with the Ericsson torpedo, and I am in hopes he will be successful in getting it into operation; the rough weather which has prevailed lately has stopped

his proceeding for a week or ten days, but he thinks one will be ready for trial soon. I wish very much that some measures could be taken to form a kind of framework projecting from the monitors, so as to prevent contact with the torpedoes at the bows of the enemy's iron-clads, and also to apply their method to the monitors. Here I have neither the time nor the means for such undertakings.

The army having sufficiently advanced with the re-fortification of Morris Island, opened fire on Fort Sumter 26th October, the object being to complete its reduction by driving out the garrison and occupying it.

The firing has been prosecuted steadily since, and I have examined the progress daily by going up the channel where a near view could be obtained of the work. I directed the *Patapsco* and *Lehigh* (being armed with rifle guns) to take position also at effective range, but not exposed to that of Fort Moultrie and its adjacent batteries. The line of fire from Putnam passed directly through the northwest and southeast angles of Sumter, therefore looked equally on the gorge and southeast front. The fire from the monitors was nearly perpendicular to the southeast front, and looked acutely on the northeast front.

At first the fire ashore seemed aimed at the gorge, which had been originally faced for two-thirds of its height with sand bags. Upon these the fragments of the top of the wall had lodged, and formed one mass of sand and crumbled brick, where the rifle shells entered to no great depth. The fire of the monitors was directed at the south-east face and appeared to exhibit a more marked action there, because the débris had fallen down into deeper water and not lodged to the same extent as on the gorge. The fire of Putnam [Gregg] and Strong [Wagner] was soon after applied to the southeast front, which gradually gave way to the united fire until it, too, was reduced to a slope of fragments, much lower, however, than that of the gorge.

By the end of the week the opposite walls of the fort were cut and jagged by the shells, which passed over the main front, and the northeast face looked very dilapidated.

On Sunday I had a conversation with General Gillmore on the state of affairs, and on Monday went up with him and General Seymour to view Sumter from Fort Strong, after which we had a conversation in General Seymour's tent on the best probable course to be pursued. General Gillmore finally concluded for the present to continue the fire on Sumter. The fire of the monitors has been generally very good, and on many occasions most excellent.

Captain Stevens reports that of 455 shells fired in seven days 315 took effect on or in the fort. I regret to say that on the 2d two men were killed in the *Patapsco* by the premature explosion of the rifle gun; their names were William Cotter and John Morris. Captain Stevens states that "the explosion of the XV-inch shells fired with 15-second and 20-second fuzes, in the inside of the fort, which gun was fired occasionally, produces an effect which is hardly describable, throwing the bricks and mortar, gun carriages, and timber in every direction, and high into the air." I find that the effect of these shells is also noticed by the commanding generals ashore. Last evening I examined the appearance of the fort (as I have done every day) and could plainly observe the further effects of the firing; still, this mass of ruin is capable of harboring a number of the enemy, who may retain their hold until expelled by the bayonet, which, in the proper order of things, will devolve on our comrades ashore.

Last evening the schooner *Ward* came down from Murrell's Inlet, and reported the capture of an officer and 9 men by a party of the enemy, who were, no doubt, annoyed by the presence of the schooner and her endeavor to prevent some effort to run in or out. I shall dispatch a gunboat to stop that game. This is another of the indications that the perfect blockade of Charleston is driving speculators to the smaller ports to get cotton out and a return cargo in.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blkdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—The speed of the *Montauk* was tried this morning and found to be improved from 3½ to 6 knots, with the same amount of steam. The Ericsson raft will be tried to-day on a monitor.

Report of Commander Bryson, U. S. Navy, commanding U. S. S. Lehigh.

U. S. IRONCLAD LEHIGH,
Off Morris Island, South Carolina, November 4, 1863.

SIR: I have the honor to inform you that in accordance with your order I have been engaged for the last nine days, in company with the *Patapsco* and the shore batteries, in the bombardment of Fort Sumter, during which time I have fired from the 8-inch rifle 408 percussion shells and from the XV-inch smoothbore 24 shells; the distance varied from 1,600 to 1,800 yards. The effects of the lodgment of many of these shells were those of displacing large masses of masonry and throwing high in[to] the air pieces of heavy timber, knocking over gun carriages and opening casemates. During the greater part of the bombardment my attention was given almost wholly to the inner face of the northwest wall, and the result of the firing can be easily seen by the naked eye. On the afternoon of the 31st October the flag on Fort Sumter was shot away by the shore batteries; a short time after two flags were raised, very near each other; the rifle was then directed to the flags, and at the third fire both flags were shot away (Lieutenant-Commander Phythian had this pleasure). On the 4th November my attention was given to the northeast face of the fort; at the angle at which I was firing I found that the shell glanced from the face, doing but little damage; after having fired a few shell at the fair face, and finding that they would not lodge, I then directed the fire to the angle of the same face nearest Cumming's Point, which was already somewhat broken; at this point I found that the shell lodged. I then continued the fire at this point with very fine effect, knocking down tons of masonry and exposing the deck of a new casemate. After I had made a lodgment for the shell at this part of the wall, I inclined the fire gradually to the right, and succeeded during the day in cutting into the wall for about 30 feet along its fair (or northeast) face.

On the afternoon of October 31, Battery Beauregard opened on this ship and the *Patapsco* (firing six shots), doing, however, little damage, one shot cutting away half of the pennant staff of the *Lehigh* and a

shell exploding on the after part of the decks. I enclose a tabular statement of the firing.

I am, respectfully, your obedient servant,

A. BRYSON,
Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

Summary of shots fired by the U. S. ironclad Lehigh at Fort Sumter.

RIFLE, 8-INCH PARROTT.

Date.	Number hits.	Number misses.	Premature explosions.	Number shots.
October 27	15	13	1	29
October 28	19	15	2	36
October 29	19	10	1	30
October 30	31	16	4	51
October 31	42	13	4	59
November 1	51	13	5	69
November 2	35	4	3	42
November 3	36	10	3	49
November 4	38	4	1	43
Total	286	98	24	408

XV-INCH, SMOOTHBORE.

October 28	.....	*2	.....	2
November 2	6	2	1	9
November 3	3	1	.....	4
November 4	6	2	1	9
Total	15	7	2	24

*Short.

Report of Lieutenant-Commander Cilley, U. S. Navy, commanding U. S. S. Catskill, regarding picket duty performed by that vessel.

U. S. IRONCLAD CATSKILL,
Off Morris Island, November 7, 1863.

SIR: In obedience to your order, I submit the following report of picket:

In going toward our station on the night of the 5th, this vessel grounded at 6.40 p. m. about 250 yards to the southward and eastward of Wagner buoy, having 14 and 15 feet of water all around, and the least water obtained by sounding around the vessel in a boat was 13 feet, which was about a length from our position toward Fort Wagner. We appeared to be hung in the center of the ship, as we would swing 12 or 15 points from the northward to east and southward. I made general signal 16, and two tugs came to my assistance. They pulled and tugged without avail until after 10 p. m., when suddenly we shot off and were afloat. Left a small buoy to mark the shoal.

Took my station on the advance and observed nothing of importance during the night. About 4 a. m. yesterday placed a shot-plug buoy in 3 fathoms of water as near the elbow you directed my attention to as possible. Sent two boats in the morning to examine and find the exact spot we touched; were unable to find less than 14 feet of water. I think we grounded on some old wreck and it was so worm-eaten that we crushed it level with the bottom. The small buoy remains there.

Yesterday at 12 got underway, ran up and anchored about 1,400 yards from Sumter, and opened fire with the XI-inch gun; at the 21st discharge shot away the flagstaff. Our firing was very effective, and our shell all exploded well. A one-gun battery on James Island fired four shots at us, two of them falling short about 40 yards, and two passed over us, striking the water about 20 yards from us. Observed many workmen employed on Moultrie and Beauregard and taking down roof of Moultrie House.

Last night another boat went to plant the upper elbow buoy. It was hailed and chased back by a picket boat from Sumter, twice.

The boat went in to 3 feet water and about 300 yards from Sumter; they could distinctly hear conversation and whistling in the fort, and a noise like hammering. A small steamer was observed picketing just inside the fort. The enemy's picket boat when approaching the fort or the steamer would flash her light once. It seemed to be a large, double-banked boat.

I am, very respectfully, your obedient servant,

GREENLEAF CILLEY,
Lieutenant-Commander, Commanding Catskill.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of firing at Fort Sumter from the U. S. ironclad Montauk, November 9, 1863.

Kind of projectile.	Distance of object in yards.	Class of guns.	Charge of powder.	Number of fire.	Length of fuze in seconds of time.	Fall of projectile.					Remarks.
						Number of hits.	Short of object.	Beyond object.	Right of object.	Left of object.	
Shell ..	1,600	XI-inch shell gun.	15 lbs.	25	10'	21	1	3	....	....	Opened fire 4.30 p. m. Wind from N. W. fresh. Fort Sumter bearing W. N. W. Ceased firing 5.30 and got underway.

Respectfully submitted.

G. C. WILTSE,
Lieutenant and Executive Officer.

Lieutenant-Commander J. L. DAVIS,
Commanding.

Report of Commander Stevens, U. S. Navy, commanding U. S. S. Patapsco.

U. S. IRONCLAD PATAPSCO,
Off Morris Island, November 10, 1863.

SIR: Since my last report of the bombardment of Sumter I have the honor to inform you we have fired from this vessel 96 rifle projectiles at the fort, of which 3 were defective, 82 struck the fort, and

11 missed. From the XV-inch gun, 22 20-second fuzed shell have been fired at the same object, of which 16 struck the fort and 6 missed. During all the time we have been engaged there have been 573 shells fired, of which 515 were from the rifle guns, of which number 413 struck the fort, 27 were defective, and 133 missed.

Very respectfully, your obedient servant,

T. H. STEVENS,
Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. Montauk.

U. S. IRONCLAD MONTAUK,
Off Morris Island, November 10, 1863.

SIR: I have the honor to report that while on picket duty in this vessel the past forty-eight hours nothing new or strange was observed on the part of the enemy.

Drift was seen coming out with the ebb tide—an old boat raft and spar buoy. Large numbers of negroes are still employed on Fort Moultrie and other works on Sullivan's Island.

My signal, opened on Fort Sumter yesterday afternoon with XI-inch gun. Out of 25 shell fired, 21 hit the object; distance, 1,600 yards. The enemy threw 4 mortar shell from Moultrie, but none came near us. They also used musketry; one shot fell close by the ship. The distance was about 1,900 yards.

I have the honor to be, very respectfully, your obedient servant,

JOHN L. DAVIS,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Fired this day 30 10-second XI-inch shell at Sumter, range 1,600 yards, making 26 hits; and one 10-second shell at Moultrie, range 1,800 yards.

Extract from diary of Rear-Admiral Dahlgren, U. S. Navy.

[illegible] General Gillmore came on board about 2 o'clock. [illegible] usually on any topic almost. Said he had no business in view; [illegible] and was off in less than half an hour. He remarked that he [illegible] to try range on Sumter to-day. I answered that on hearing of it from the lookout I had ordered two monitors with rifle cannon to [illegible]

[illegible] Wagner and Gregg firing rapidly at Sumter. Have not made much impression yet, only increased the old damage a great deal. The heap of rubbish at the gorge looks invincible. The *Patapsco* and *Nahant* seem to do better on the southeast face, for though they have but two rifle cannon, yet there the wall is perpendicular, and clear of débris which falls, and I imagined I could see the difference. It is not easy to overcome the immense mass of such a work. To-day musketry was fired from Sumter, and came into Battery Gregg without harm to anyone.

October 28.—About noon rowed out to the *Sonoma* and steamed up to look at Sumter. The shore batteries going briskly, and had been firing slowly all night. The two monitors (with rifle cannon) were in place at 2,000 yards, hammering away. The effect was now very plain. The ruins of the gorge showed no impression of the shore battering, but the southeast face was breached nearly half its length, and the army noticing this, were now aiming that way with the difference that while ours struck it fair, their shot took it endwise. There is immense endurance in such a mass of masonry, and the ruins may serve as shelter to many men.

October 29.—Went up the channel in a tug to look at Sumter, then changed to the *Catskill*, and went to about 2,000 yards from Sumter. This was about noon, and the *Patapsco* and *Lehigh* were just taking their stations. The gorge remains as before. The southeast face is in like condition; that is, the wall is destroyed and the remains have crumbled into a slope nearly as high as was the wall. The northeast face shows some severe marks, but its general form remains. The shore batteries are pounding away steadily, and Gregg was at it all night. One can see what a battering such a work can endure.

October 30.—I went up the channel in the *Sonoma*. Got higher than usual, say up to Wagner buoy. The *Catskill* had joined the *Patapsco* and *Lehigh* and all three were firing at Sumter, which, by the way, is more cut up than yesterday, and I fancied the northeast wall had an inclination outward. The view was very fine, not clear or distinct, but picturesque. The smoke from the monitors would drift down with the wind across the fort.

October 31.—Went up about noon in the gunboat *Ottawa* to examine progress on Sumter. An advance on yesterday; the southeast front much cut down; gorge as before; northeast face disfigured, but retains its form; northwest front looks to be breached; southwest front not visible. I was as far up as the Wagner buoy. The *Patapsco* and *Lehigh* firing very well, scarcely missing. The flag pole (at southwest angle) shot away twice, once by *Lehigh*. A man got out on the wall and put it up.

November 1.—Green came in from the *Canandaigua*. He agreed entirely with me as to active operations inside.

I went down to see General Gillmore at his new headquarters on Folly Island. Found that he had intended to stop and see me, but the steamer was then out in the channel. Said he had been up to Gregg, but was doubtful about an assault; that it might cost men. Would like to know if the Government desired active operations inside. Was at a loss. Would I assist with the monitors? Admitted their work, particularly the XV-inch, which he said was equal to a dozen of his. Finally it was agreed that he would come to see me in the morning, and we would decide. I think the general begins to see that the business is not done yet. He said he had worn out his guns.

Monday, November 2.—Fine, clear weather. General Gillmore came alongside about 10 o'clock, crossing to Morris Island. Said he was going to Wagner to look at Sumter. Would I go along? Yes. Stopped for General Seymour. Wind rising and very strong.

Sumter looks ragged. Gregg firing. A gun occasionally from Wagner. Walked through it with the generals. Bombproofs impregnable and very extensive. Left, and stopped in tent of Seymour, where we three discussed the question. Seymour was up and down

against attacking the city or going farther. Gillmore was not so positive, but could not see what was to be gained. Could not muster more than 10,000 men, which would not hold the ground west of Johnson. I said I could go in with seven monitors when ready, which would be about the 15th, or with eleven monitors about the 10th of December. The former was a risk, the latter was not. Gillmore was doubtful about an assault; might be repulsed, and finally concluded to pound away for a day or two. The guns nearly used up. Was going to mount one or two smoothbores at Gregg.

November 3.—Went up late to look at Sumter; it goes gradually.

November 4.—Trying to fix Ericsson's torpedo raft on a monitor. Needs smooth water for it. Received four new tugs from the north with flowery names, *Larkspur*, *Carnation*, *Geranium*, and *Jonquil*.

November 5.—Firing continuous at Sumter from shore and monitors. The work is very much cut up. The only original feature left is the northeast face, the rest is a pile of rubbish. To-day they mounted a flag again, the first since it was cut away on 31st. Moultrie hardly fires a shot, nor Johnson.

November 6.—Fired a torpedo at bow of *Patapsco;* held 600 pounds of powder; immersed 13 feet. I was standing on my steamer 500 yards off, and would not have noticed the circumstance if I had not expected it. The sound and shock were less than that of the cannon a mile off. The column of water was by no means great, and even the raft was not hurt. In fact it was immersed too much, and proves that a very moderate mass of water will deaden the effect even of 600 pounds of powder.

November 7.—Shore batteries firing very little at Sumter.

November 8.—Batteries firing leisurely at Sumter. *Arago* stopped, from New York, November 4. Captain Ammen returned in her with a dispatch from Navy Department of November 2.

November 9.—Shore batteries firing very little. *Passaic* up yesterday from repairs at Port Royal. Sent down the *Catskill* to clean bottom.

November 10.—Shore batteries fired mortars at Sumter by night and very little by day. *Montauk* fired 25 XI-inch in the afternoon.

Abstract logs of the U. S. steamers Sonoma, Patapsco, Catskill, Montauk, Lehigh, Commodore McDonough, and mortar schooner C. P. Williams.

U. S. S. *Sonoma:*

October 26, 1863.—At 3 p. m. got underway and steamed up channel to within 1,800 yards of Fort Sumter, beat to quarters, and cleared ship for action. At 3:30 dropped starboard anchor and fired 6 shots from port battery and pivots at Sumter, Fort Moultrie in the meantime firing 2 shells over us. At 4 weighed and stood out over the bar for our station.

U. S. S. *Patapsco:*

October 26, 1863.—At 1 p. m. the batteries on Morris Island opened on Fort Sumter, the rebel batteries on James and Sullivan's returning the fire. At 3 the *Sonoma* closed in and opened fire. At 3:45 got underway and steamed up toward Sumter. At 4:30 went to quarters, steaming up the harbor. At 4:37 slowed down and fired rifle at Sum-

ter, range about 1,800 yards. Continued steaming slowly, keeping within range of Sumter. Continued firing rifle and XV-inch guns as rapidly as possible at the fort, while no shots were fired at us from any of the rebel batteries. At 5 anchored. At 5:05 got underway, steaming slowly, keeping within range of Sumter, firing rifle and XV-inch guns as often as possible; made several excellent shots. At 6:50 anchored ahead of the *Ironsides*. Expended during the action 13 rifle Schenkle shell, 1 rifle solid shot, 1 XV-inch solid shot, and 3 XV-inch shell and loaded rifle with Schenkle percussion shell and XV-inch with grape.

October 27.—From 8 to meridian: At 9:50 steamed up toward Fort Moultrie in company with the *Lehigh*. At 11:10 opened fire on Fort Sumter with rifle at a distance of 1,800 yards. The vent of the rifle was stopped and the cap-square belt broken at the first fire. At 11:35 the *Lehigh* opened fire on Fort Sumter. From meridian to 4: At 12:45 had cleared the vent of the rifle gun and recommenced firing at Fort Sumter. At 1:46 fired the XV-inch gun. At 3:30 ceased firing, got underway, and steamed out of range, having expended during the action 43 150-pounder rifle Schenkle shell, 1 solid rifle shot, and 2 XV-inch shell.

October 28.—From 8 to meridian: At 9:15 got underway and stood toward Fort Sumter. At 9:40 opened fire with rifle gun upon Fort Sumter. At 10:11 the *Lehigh* anchored near us and opened fire upon the fort, Batteries Wagner and Gregg also firing slowly upon Fort Sumter and occasionally replying to the batteries upon James and Sullivan's islands. From meridian to 4: At 4 ceased firing and got underway, having expended during the action 14 XV-inch shell, 60 rifle Schenkle, 8 rifle Parrott, and 1 solid rifle shot.

October 29.—From meridian to 4: At 12:50 anchored near Cumming's Point. At 12:55 opened fire on Fort Sumter at a distance of 1,500 yards. At 1 p. m. the *Lehigh* anchored near us and also opened fire on the fort. Our batteries were briskly engaging those of the enemy on James and Sullivan's islands, who replied quite briskly. At 4:30 ceased firing and got underway. At 5:05 came to anchor near the *Ironsides*. Expended during the action 50 rifle Schenkle shell, 6 Parrott shell, and 4 Parrott shot.

October 30.—Off Morris Island. From meridian to 4: At 12:11 anchored off Cumming's Point. At 12:16 opened fire with our rifle gun on Fort Sumter at a distance of 1,500 yards. The *Lehigh* anchored near us and opened fire on the fort. At 1:22 opened fire with our XV-inch gun. Our batteries on Morris Island kept up an effective fire on Fort Sumter, rebel batteries on James and Sullivan's islands replying slowly. From 4 to 6: At 4:07 carried away the elevating screw of the XV-inch gun and replaced it with a new one, ceased firing the XV-inch gun. At 5:05 ceased firing and beat the retreat. At 5:18 got underway and stood down toward the fleet. At 5:50 anchored. Expended during the action 68 rifle Schenkle shell (percussion) and 7 XV-inch shell.

November 1.—From meridian to 4: At 12:15 steamed up toward Fort Sumter. At 12:50 opened fire on Fort Sumter with our rifle gun at a distance of 1,800 yards. At 1:24 fired our XV-inch gun and continued to fire at intervals during the afternoon. At 1:53 the flag on Fort Sumter was shot away by our battery on Cumming's Point. Batteries on Morris Island firing on Sumter with good effect.

Batteries on James and Sullivan's islands (rebel) firing an occasional shot. From 4 to 6: Continued firing at Sumter with the rifle gun. At 5:30 got underway and steamed out of range, having expended during the day 78 rifle Schenkle shell and 10 XV-inch shell.

November 2.—At 1:32 p. m. anchored off Cumming's Point. At 1:36 opened fire on Fort Sumter. At 1:50 fired XV-inch gun and continued to fire at intervals during the afternoon. From 4 to 8 p. m.: Continued firing on Fort Sumter. At 5:10 a premature explosion of the rifled gun occurred, instantly killing John Morris, ordinary seaman. Lieutenant-Commander Frank Bunce, Acting Master George P. Lee, Third Assistant Engineer John J. Ryan, and Andrew Fenton, landsman, were slightly injured by the shock. We then ceased firing, got underway, and steamed out of range, having expended during the action 63 rifle Schenkle shell and 10 XV-inch shell.

November 3.—From 8 to meridian: At 10:48 beat to quarters. At 10:52 anchored near Cumming's Point. At 11:12 opened fire on Fort Sumter. Continued firing our rifle and XV-inch guns on Sumter. At 1:25 hove up the anchor and steamed up nearer the fort, about 300 yards. At 2:55 ceased firing, got underway, and steamed toward the fleet. At 3:30 anchored near the *Ironsides*. Expended during the action 33 Schenkle shell, 12 XV-inch shell.

U. S. S. *Catskill:*

October 29, 1863.—At 12:15 Admiral Dahlgren came on board and proceeded up toward Sumter, the *Patapsco* and *Lehigh* in company. At 12:45 p. m. the *Patapsco* and *Lehigh* opened fire on Fort Sumter. At 1:10 fired 1 XI-inch shell at Sumter and then proceeded down toward the squadron. At 1:40 the admiral left the ship and went on board the tug *Columbine*. From 8 to midnight: Gregg and Wagner firing on Sumter.

October 30.—*Patapsco* and *Lehigh* firing on Sumter. Gregg and Wagner firing on Sumter. James Island firing occasionally at Cumming's Point.

November 2.—At 1:40 p. m. anchored within 1,800 yards of Sumter; opened fire, using 10-second fuzes; fired the XV-inch gun 12 times, the XI-inch 5 times. At 3:40 p. m. secured and beat the retreat. The *Patapsco* and *Lehigh* firing at Sumter also. At 7 p. m. saw musketry firing from Sumter; lasted but a short time. Closed the hatches and fired a XI-inch gun at Sumter. Battery Gregg firing occasionally at Sumter. James Island batteries firing at Cumming's Point.

November 3.—Meridian to 4 p. m.: The *Patapsco* and *Lehigh* firing on Sumter. Batteries Gregg and Wagner firing on Sumter.

November 4.—At 2:30 p. m. the *Patapsco* got underway with bootjack on her bow and went alongside the schooner *Margaret Y. Davis*. At 3:30 she left the schooner with a torpedo on her bootjack and came to anchor astern of the *Ironsides*. The *Lehigh* still firing at Sumter; also Battery Gregg. From 8 to midnight: The *Ironsides* using her calcium light; saw several tugs moving backward and forward in the channel as if on picket.

November 5.—Battery Gregg firing on Sumter at intervals.

November 6.—From 4 to 8 a. m.: Battery Gregg firing occasionally at Sumter. At 12:05 p. m. came to anchor within 1,500 yards of Sumter. At 12:30 p. m. opened fire on Sumter; the *Lehigh* opened

fire at the same time. Fired the XV-inch gun 5 times, and the XI-inch 32 times; distance, 1,500 yards; seconds used, 10 and 7. From 6 to 8 p. m.: Battery Gregg firing occasionally at Sumter.

U. S. S. *Montauk:*

November 9, 1863.—From midnight to meridian: Gregg firing upon Sumter. Meridian to 4 p. m.: Battery Gregg firing at intervals on Sumter, James Island, and Moultrie; James Island and Moultrie responding. At 4 p. m. cleared ship for action, anchored at 1,650 yards distant from Sumter, and commenced firing at the fort with the XI-inch gun, 10-second shell. Fired 25 shell by 5:30 p. m., and struck the fort 21 times. At 5:45 weighed anchor and proceeded a short distance below and anchored. From 8 to midnight: Gregg throwing mortar shell rapidly into Sumter.

November 10.—From midnight to 4 a. m.: Sharp firing from Fort Gregg at Sumter. From 8 to meridian: Gregg firing slowly at Sumter and Moultrie, throwing a few mortar shell at our troops on Morris Island. At 3:30 steamed to within 1,600 yards of Sumter, anchored, and opened fire with XI-inch gun at 3:50. Continued firing until 5:10 p. m., when we had thrown 30 XI-inch 10-second shell, then weighed anchor and threw one shell at Moultrie, striking near the flagstaff, thence proceeded to picket duty and anchored near the *Ironsides.* Note.—The times of going into action and coming out were not exactly the times of opening and ceasing fire on Sumter.

U. S. S. *Lehigh:*

October 27.—At 9 a. m. steamed up toward Fort Sumter. At 10:30 opened on the fort with rifle Parrott gun. At 3:30 p. m. ceased firing, having fired during the day 30 percussion shell from 200-pounder rifle. At 3:45 got underway, steamed down toward the *Ironsides.* Closed the magazine and opened the hatches. Practice with rifle tolerably good, but slow, caused by some of the projectiles being too large for the gun.

October 28.—At 9:30 a. m. steamed up toward Wagner buoy. At 10:25 a. m. opened fire on Sumter with rifle gun, but on account of some obstruction in the vent, which had to be bored out after each discharge, could not fire oftener than once in twenty or twenty-five minutes. Fired 2 shells from XV-inch gun (both short) with the gun having its greatest safe elevation. At 3:45 p. m. ceased firing on Fort Sumter, having fired 36 rifled shell and 2 XV-inch shell, our shot taking great effect on the fort.

October 29.—Batteries playing on Sumter at intervals. At 1 p. m. commenced firing rifle at Sumter. At 1:15 changed our position and continued firing. At 4:40 p. m. ceased firing and anchored. Our firing to-day was accurate, but slow, on account of projectiles (Schenkle) being damp and swollen too large to enter the gun.

October 30.—At meridian got underway and came to anchor off Sumter and commenced firing rifle Parrott. At 12:25 p. m., in company with the *Patapsco*, opened fire on Sumter with our 200-pounder rifle gun and kept up a brisk fire during the watch. At 5 p. m. ceased firing, having fired 54 200-pounder rifle (Schenkle) shell.

October 31.—From meridian to 4 p. m.: Continual firing all the watch. From 4 to 8 p. m.: Firing at Fort Sumter. At 5:30 ceased firing; anchored near Wagner buoy. Expended 59 rounds of cartridges and rifle shell (percussion Schenkle).

November 1.—At 1 anchored in range on Sumter and commenced firing. Ceased at 5:45 p. m.

November 2.—At 6:30 made fast to the ammunition brig, taking in powder. At 12:15 p. m. cast off from the ordnance schooner and steamed up toward Sumter, and at 1:43 p. m. came to anchor and opened fire with 200-pounder rifle gun on Sumter; also fired shots from XV-inch gun during the watch.

November 3.—From 8 to meridian: At 11:45 cleared ship for action. From 4 to 8 p. m.: At 5:15 ceased firing.

November 4.—From meridian to 4 p. m.: Steamed up in range of Sumter and commenced firing rifle and XV-inch guns. At 5:30 ceased firing.

November 5.—At 1:10 p. m. opened fire on Sumter with both our guns and continued firing during the watch. Continued firing until 5:15, then hove up and proceeded down the harbor.

November 6.—At 11 a. m., called all hands, cleared ship for action, got underway, and steamed toward Fort Sumter. At 12:30 opened on Fort Sumter and continued firing until 3:30; hove up anchor; at 4 came to anchor.

November 8.—At 3 p. m. anchored and opened fire on Sumter with XV-inch gun, Continued firing until 5:30. At 5:15 admiral came on board; at 5:30 up anchor, proceeded down, and anchored off Wagner buoy.

U. S. S. *Commodore McDonough:*

October 27, 1863.—At 5:30 p. m. opened fire with two 50-pounder rifles at a battery on James Island; also on Secessionville. At 6:30 ceased firing.

U. S. schooner *C. P. Williams:*

October 31, 1863.—At 8:15 a. m. the *Marblehead* took us in tow and proceeded to Secessionville Creek and anchored. Called to quarters and commenced shelling the woods. Discharged 28 rounds from 32-pounder, 27 rounds from Parrott rifle, and 11 rounds from howitzer. At 11:30 were again taken in tow and anchored in our former position.

[Telegram.]

CHARLESTON, S. C., *October 29, 1863—7 a. m.*

Enemy's land and naval forces opened again vigorously on Sumter. Damage slight. Casualties few. By movement of enemy's land forces an attack may soon be expected on Sullivan's Island, Pocotaligo, or Savannah. I have recalled Anderson's brigade, sent to General Longstreet under positive promise of returning it when called for. General Bragg now refuses compliance with that promise. I request War Department to order it done, or another brigade sent, otherwise I am not responsible for any disaster which may arise from its absence.

G. T. BEAUREGARD.

General S. COOPER,
Adjutant and Inspector General, Richmond, Va.

[Telegram.]

CHARLESTON, S. C., *October 30, 1863—7 a. m.*

Bombardment of Sumter from enemy's land and naval batteries has been incessant, night and day, since yesterday's report.

Casualties very few in Sumter. *Ironsides* has not fired one shot since attack upon her by cigar torpedo boat "David."

G. T. BEAUREGARD.

General S. COOPER,
Adjutant and Inspector-General, Richmond, Va.

[Telegram.]

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., October 30, 1863.

GENERAL: As a boat attack may be anticipated on Fort Sumter after the heavy bombardment which that work has been undergoing for some days, the commanding general directs that all the batteries bearing on it shall be held ready at night to sweep its exterior faces at a concerted signal from Major Elliott, or whensoever the approach of hostile boats shall be evident. Concert of action, however, is most desirable.

Respectfully, your obedient servant,

[THOMAS JORDAN,]
Chief of Staff.

Brigadier-General R. S. RIPLEY,
Commanding First Military District, Charleston, S. C.

(Same to Brigadier-General Johnson Hagood, commanding Seventh Military District, James Island, South Carolina.)

[Telegram.]

CHARLESTON, S. C., *October 31, 1863—7:30 a. m.*

Enemy's land batteries and three monitors kept up terrible bombardment on Sumter yesterday, firing nearly 1,000 shots in twelve hours, wounding only one negro laborer. Major Elliott and garrison are in good spirits.

G. T. BEAUREGARD.

General S. COOPER,
Adjutant and Inspector-General, Richmond, Va.

[Telegram.]

CHARLESTON, S. C., *November 10, 1863—11:30 a. m.*

Bombardment of Sumter continues gradually to decrease; no casualties since last report. Total number of shots since 26th ultimo, when attack recommenced, is 9,306. Fort is still in a defensible condition.

G. T. BEAUREGARD.

General S. COOPER,
Adjutant and Inspector-General, Richmond, Va.

Order of the Secretary of the Navy to Acting Master Pennell, U. S. Navy, commanding U. S. bark Ethan Allen.

NAVY DEPARTMENT, *October 29, 1863.*

SIR: Proceed with the U. S. bark *Ethan Allen* to Port Royal, S. C., and report to Rear-Admiral Dahlgren or the senior commanding officer present for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master I. A. PENNELL,
Commanding U. S. Bark Ethan Allen, Boston.

Report of Rear-Admiral Dahlgren, U. S. Navy, responding to the Department's enquiry regarding assignment of commanding officers to the monitors.

No. 220.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, October 30, 1863.

SIR: I have the honor to acknowledge the receipt of yours of the 14th, enquiring whether the monitors have been offered to older officers than some that are commanded by young lieutenant-commanders.

It is difficult, after so much time has elapsed, to say precisely what particular circumstances have led to these appointments. As a general rule, I endeavored to avoid giving a command to any officer if a senior were without one.

Offers were also made of commands to monitors and declined.

I presume that the enquiry of the Department is directed more particularly to the *Nahant*, which is commanded by Lieutenant-Commander Cornwell, whose register number is 84. This vessel was commanded by Commander Downes, who was surveyed at his request and condemned for ill health on the 28th August. At this time the operations against Wagner were most vigorous and designed to force a conclusion. The next day I offered the command to Commander Creighton, who declined it. Wherefore, being so actively engaged, Lieutenant-Commander Cornwell, the executive officer of the *Weehawken*, was transferred, but only for the time. Having had no applications on the subject since, nor any particular reasons for selecting, no further change has been made, though the appointment was only designed to be temporary.

The *Catskill* was the vessel of Commander Rodgers, and he frequently took the command on going into action. After his death I ordered Commander Shufeldt to the *Catskill;* he reported, but asked for a revocation, and, in case I refused, inclosed an application to the Secretary. So I detached him, and about ten days afterwards ordered Lieutenant-Commander Cilley, who was suggested to me as suitable.

Montauk: The commander was surveyed and recommended to go north about the 22d August, at which time the attack on Wagner was proceeding very vigorously, and a successor was indispensable immediately. Lieutenant-Commander Davis was transferred from the command of the *Wissahickon*.

Besides these, the *Atlanta* was declined by Lieutenant-Commanders Belknap and Harmony. In general, I have been much embarrassed, not only in providing officers for these commands, but for all the other duties. The squadron has always been short of the complement since I arrived. The vacancies in the monitors occurred when the duty was most severe, and I was generally obliged to choose from those who were present.

I can only add that I shall be much pleased at any appointments which the Department may desire to make, in this respect or in any other.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Balch, U. S. Navy, commanding U. S. S. Pawnee, regarding expedition up Secessionville Creek.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, October 31, 1863.

ADMIRAL: By request of General Gillmore, I proceeded this morning in the *Marblehead*, and, accompanied by the mortar schooner *C. P. Williams*, up Secessionville Creek, for the purpose of shelling the woods beyond that creek and south of Secessionville. We discovered but few of the enemy, and met with no opposition whatever. General Gillmore desired these woods to be shelled, that he may advance his forces and hold them. I carried out fully the plan proposed, and there was nothing to prevent an advance of our forces; but should there be, I shall at once open on the woods, but I anticipate no difficulty.

I am happy to report all quiet in the Stono.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston, S. C.

Extract from report of Acting Master Dutch, U. S. Navy, commanding U. S. bark Kingfisher.

U. S. BARK KINGFISHER,
St. Helena Sound, South Carolina, October 31, 1863.

SIR:

* * * * * * *

The ship is now deficient in complement 1 acting master's mate, 3 seamen, 8 ordinary seamen, and 3 landsmen.

I have stationed the schooner *Wild Cat*, in charge of Acting Ensign [William] Nelson, with 7 men, in Ashepoo River, about a mile and a half above the ship. As this point commands a view of the river 6 or

7 miles, it will give us timely notice in case an enemy should approach from that direction. The schooner is armed with a 24-pounder howitzer and 6 Enfield rifles.

* * * * * * *

Very respectfully, your obedient servant,

JOHN C. DUTCH,
Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding steps taken for securing information relative to Union prisoners.

No. 221.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 1, 1863.

SIR: Conformably to your directions, a request was addressed to Lieutenant Preston, now a prisoner of war, asking him to give the information desired by the Department in regard to our officers and men now held as prisoners. A flag of truce passed on the 30th ultimo, but no answer is yet received.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the arrival of certain vessels.

No. 222.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 1, 1863.

SIR: The *Larkspur* (tug) has arrived out, and is exceedingly acceptable; the *Sanford* also came in yesterday with ordnance stores, and being without further orders than to report, I shall put her on general duty until otherwise ordered by the Department. The squadron has lost the services of the *Madgie.*

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

The *Carnation* arrived the 4th November. The two tugs are of the greatest convenience.

J. A. D.

Letter from the Secretary of the Navy to Lieutenant-Commander Simpson, U. S. Navy, regarding suggestions for the improvement of ironclads.

NAVY DEPARTMENT, *November 2, 1863.*

SIR: The Department thanks you for your report of the 14th ultimo, giving your views for the improvement of the ironclads. A copy of it has been sent to Rear-Admiral Gregory, for the information of Captain Ericsson and himself.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander EDWARD SIMPSON,
Commanding U. S. S. Passaic, off Charleston.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, approving retaliation in kind against torpedo warfare.

NAVY DEPARTMENT, *November 2, 1863.*

SIR: I have received your No. 201, in reference to the mode of warfare instituted by the enemy as instanced in the attempt to destroy the *New Ironsides.*

The Department concurs in your suggestion that we may urge reprisals in kind. Every exertion should be made to ascertain the nature and extent of the obstructions in the harbor by such means as may suggest themselves to you, and if this object can be accomplished or furthered by availing ourselves of appliances resorted to by the rebels it should be done. I do not doubt but that you are pushing your reconnoissance as far as can be done without too great hazard, and that you are using the best means to acquaint yourself with the strength and character of the elements against which you will have to contend.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Order of the Secretary of the Navy to Acting Ensign Montell, U. S. Navy, commanding U. S. S. Iris.

NAVY DEPARTMENT, *November 2, 1863.*

SIR: Proceed carefully with the U. S. tug *Iris* off Charleston, and report to Rear-Admiral Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Ensign F. M. MONTELL,
Commanding U. S. Steam Tug Iris, New York.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Eastman, U. S. Navy, to assume command of the U. S. S. Memphis.

U. S. FLAGSHIP PHILADEPHIA,
Off Morris Island, November 2, 1863.

SIR: Upon the arrival of the U. S. S. *Memphis* you will turn over the command of the U. S. S. *Flag* to Acting Master Curtis and relieve the latter in command of that vessel, after which you will proceed to hold the examination ordered upon the machinery and boilers of the *Memphis* and report the result to me in writing.

Respectfully, etc.,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron

Lieutenant-Commander T. H. EASTMAN,
Commanding U. S. S. Flag.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding an advance upon Charleston.

NAVY DEPARTMENT, *November 2, 1863.*

SIR: Your dispatch of the 23d ultimo, forwarded by Commander Ammen, was presented by that officer in person on the 31st, and has, with his statements and full explanations in relation to the obstructions in the harbor and the observations you have made as to an advance upon Charleston with your present force of ironclads, been carefully considered. I have also received the papers communicating the result of the consultation held in the cabin of the flagship by the officers under your command and by you assembled.

The obstructions appear to be:

1st. A double line of hawsers buoyed across from Sumter to Moultrie, with lines trailing from them for fouling the propellers.

2d. Torpedoes, the character and position of which little is known.

3d. A work of inclined timber, with percussion torpedoes attached to the extremities of each, which is to be sunk in a line across the channel north of Fort Johnson when your attack becomes imminent. This information is derived from Commander Ammen and is not mentioned in your dispatches.

4th. Three ironclads, with torpedoes attached, for running against the monitors as they pass up the channel.

So far as your information extends, or that of your officers, including also that received from General Terry and Colonel Hawley, these comprise all the water defenses of Charleston. There is little doubt that the hawsers can be easily removed.

The torpedoes hitherto encountered during the war have not proved dangerous or serious preventives to naval operations.

The ironclads of the rebels are so much inferior to our own that there is reasonable ground to believe they would be disabled before they could close.

The preparation of timber, inclined downstream and sunk across the channel, seems the most formidable obstacle to an advance upon the city. If this work of the enemy is already established, and can not to

some extent be removed or overcome by the means which you possess, or the ingenuity or skill of yourself or your command, it would be unwise and hazardous to press the monitors against it. These iron-bottomed vessels are not fit to run at or upon fixed obstacles under water.

The Department has sent you a side-wheel wooden steamer to be used at your discretion, pioneering the way and overcoming any of these obstructions. Not improbably this vessel may be damaged or destroyed in this attempt, but the sacrifice of one or more vessels must not stand in the way of accomplishing a great result.

It is believed that if you can secure a position for the ironclads near the city, the exterior seaward defenses will be evacuated. You will consult with the general commanding, show him this dispatch, and ask him if he concurs in this opinion. To go up to the city at great risk to vessels, whose loss can not easily nor immediately be supplied, even were there no personal casualties, for the mere purpose of firing into it and then immediately retiring, would not accomplish the object and purpose of the Government.

If you do not consider there are reasonable hopes of success with your present force, the *Onondaga*, the *Canonicus*, and the *Tecumseh* are promised us in six weeks and will, with the *Sangamon*, now at Hampton Roads, be sent you.

Although delay is annoying, failure would be more so. Success is the great and paramount consideration, and the Department will acquiesce in any reasonable delay to insure it.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding certain vessels of his command.

No. 226.] U. S. FLAG-STEAMER PHILADELPHIA,
Off Charleston Bar, November 3, 1863.

SIR: I have already reported to you the arrival of the tugs *Larkspur* and *Carnation*.

They will afford the greatest facility to the business of the squadron, which it was difficult to carry on properly with those on hand, they being so broken down by continued service and repeated but unavoidable injuries so that one-half of them needed repairs constantly and could not be depended on.

The *Flag* is reported to be in need of repairs so extensive that it can not be well accomplished at Port Royal, and I regret to be compelled to let her go. The *Memphis*, after being a month in hand, returns here and is complained of so much that I was forced to send her again to Port Royal. In fact, when an engine is partially worn no partial repair will serve.

The force of the outer blockade is rather low sometimes. Last night the *Canandaigua* and *Housatonic* being absent for coal and repair, there were only the *Wabash*, *Sonoma*, *Ottawa*, and schooner *Blunt*, so that I sent out the *Mary Sanford* and a tug to make up the deficiency. A

scow was picked up a day or two since, with a white man and a negro; they had been taking in salt at a small inlet of North Carolina, and got asleep; their chain parted, the scow drifted to sea, and from Monday to Friday they had nothing to eat; a third person died from exhaustion. The negro I have offered work, which he was glad to get, but the white man is strictly a prisoner. As his captivity may be deemed a providential occurrence, I propose to let him go home; he is from the interior.

I have also another prisoner taken by the *Ward*, who says he is a British subject; has never taken the oath of allegiance to the enemy; has never served them, and has never been naturalized. He may be described as a respectable working man, and is Scotch; has left a wife and three children behind, who depend upon his labor. It would be an act of charity to let him go also, and might be received by the British Government as an act of consideration to one of its subjects. In both cases I await the pleasure of the Department.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, enjoining vigilance against the steamer City of Petersburg.

NAVY DEPARTMENT, *November 3, 1863.*

SIR: I transmit herewith extracts from consular dispatches concerning suspicious vessels.

Your particular attention is called to the steamer *City of Petersburg*. Her character is undoubted, and she should be captured wherever found on the high seas.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron, etc.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Breese, U. S. Navy, commanding U. S. S. Ottawa, to proceed to blockade duty in Murrell's Inlet.

U. S. FLAGSHIP PHILADELPHIA,
Off Morris Island, November 3, 1863.

SIR: You will proceed to Murrell's Inlet for the purpose of blockading that place during the absence of the schooner *T. A. Ward*. Confer with the master of the latter in regard to that place and his losses, and be on your guard against surprise, allowing no defenses to be placed on shore within the reach of your guns.

Respectfully, etc.,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander S. L. BREESE,
Commanding U. S. S. Ottawa.

Report of Rear-Admiral Dahlgren, U. S. Navy, calling the Department's attention to defects in the U. S. S. New Ironsides.

No. 228.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 5, 1863.

SIR: I observe it stated in the public prints that the Department designs to build another ironclad frigate on the plan of the *Ironsides*, and therefore ask leave to bring to your notice some of the more obvious defects of this vessel, which now detract very much from her capacity, offensive and defensive:

1st. The iron plating is not carried entirely around the vessel, but terminates at some distance from each end. So far as the protection of the battery is concerned, this is compensated by the iron bulkhead that is carried across the vessel immediately outside the battery. But the vessel is liable to fatal injury from shot that pass through the bow and stern, pierce the gun deck, and descend into the lower part of the hull. The *Ironsides* was struck several times at the ends, and might have suffered more serious injury if great care had not been taken to avoid exposure of the ends, or if the enemy had been aware of her weakness, when she was unavoidably so exposed, as happened frequently in the attacks on Wagner, by the tide setting across the channel.

2d. The rudder and tiller are entirely unprotected when the ship is stern to the fire of the enemy, particularly as the iron plating is not carried around the stern.

3d. The spar deck must be protected against shot; sand bags have been spread over it, and have answered admirably, but not entirely, and, as a consequence, the deck and some of its beams are much injured by descending shot.

I am aware that these modifications involve additional weight, but they will make the frigate available where she is not now.

4th. The gun ports are too low, and only admit of an elevation of 4½ degrees, thus limiting the range of the guns and rendering the vessel of no use beyond a certain distance.

5th. The general health and comfort of the crew render it indispensable that the ventilation should be improved on the berth deck, which is deprived of the ordinary air ports by the ironclading.

I have the honor to be, very respectfully, your obedient servant,
JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Dean, U. S. Navy, commanding U. S. schooner Dan Smith, regarding the blockade of Altamaha Sound, Georgia.

U. S. SCHOONER DAN SMITH,
Altamaha Sound, Georgia, November 5, 1863.

SIR: I would most respectfully beg leave to transmit the following report:

Yours of the 27th ultimo was duly received on the 28th. I immediately got underway and proceeded to St. Catherine's, according to

instructions, but was unable to communicate with Commander J. B. Creighton until the 2d instant. I then received orders to proceed to Doboy Sound, and report to Lieutenant-Commander William Gibson, of U. S. S. *Seneca*, from whom I received orders to proceed to this station to blockade this river according to your orders; and, with his instructions, under his present system of signals, with a picket boat at night, I feel quite confident of our being able to make the blockade of this place effective. I shall endeavor to use all precaution to guard against any attack or surprise by the enemy.

* * * * * * *

I am at present 10 men short, but I will add that I have men enough to make my vessel efficient, as my four broadside guns are easily worked.

Hoping that this may meet your approval, sir, I remain, very respectfully, your obedient servant,

BENJAMIN C. DEAN.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding measures for the increase of enlisted force.

NAVY DEPARTMENT, *November 3, 1863.*

SIR: Your No. 216, of the 26th ultimo, is received. Your 173, dated the 29th September, asked for 792 men; 840 have been sent, and 150 will be sent by the *Bermuda*, and every effort will be made to increase enlistments.

It is confidently believed that you will be able, by establishing recruiting stations, to obtain a large number of contrabands.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston, S. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Curtis, U. S. Navy, commanding U. S. S. Flag, to proceed to New York, towing prize steamer Herald.

NOVEMBER 6, 1863.

SIR: Having reported that you would be ready for sea at daylight in the morning, you will, as soon thereafter as the prize steamer *Herald* may be ready to be taken in tow and the weather will permit, proceed to sea with the *Herald* in tow, and make the best of your way to New York, where you will report your arrival to Rear-Admiral Paulding, commanding that station.

By the order of Rear-Admiral John A. Dahlgren:

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer Present.

Acting Master C. A. CURTIS,
Commanding U. S. S. Flag.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the value to his command of the newly arrived tugboats and the U. S. S. Nipsic.

No. 229.] FLAGSHIP PHILADELPHIA,
Off Morris Island, November 6, 1863.

SIR: I have already acquainted you with the arrival of the tugs *Larkspur* and *Carnation*, since which have arrived the *Geranium*, *Jonquil*, and *Iris*.

These little craft will be invaluable in conducting the business of the squadron, and have already relieved me of a daily pressure that was very embarrassing.

The gunboat *Nipsic* also reported on the 5th. After seeing her in motion, hearing the reports of her performance, and making an examination, I consider her class a valuable addition to the Navy. She is very fast under steam (11 knots) and steers well. Her armament is also powerful, the only defect being the contiguity of the mainmast and the two IX-inch guns, which might be avoided.

I would also advise a close adherence to the 10-foot draft, as a matter of great convenience in many of the inlets along the coast. The *Nipsic* draws $11\frac{5}{12}$ feet, though with two-thirds amount of coal will come to 10 feet. The vessel pleased me very much.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Dahlgren, U. S. Navy, recommending an application for the services of a trained army signal officer.

No. 235.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 6, 1863.

SIR: I have been informed by Commander William Reynolds, senior officer at Port Royal, that the army signal officer who has been in the *Vermont* for the purpose of telegraphing to Hilton Head proposed to leave for the North by the *Fulton*.

I would respectfully recommend an application by the Department to Colonel Myer for some trained signal officer. It is a great convenience in communicating with the army.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, urging more efficient measures for the repair of monitors.

No. 239.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 6, 1863.

SIR: Mr. Hughes, who superintends the repairing of the monitors at Port Royal, thinks that this work will soon be completed, and

therefore suggests the discharge of the workmen, that he and they may return to New York. He also desires that the machine vessel may return there. I see no objection to the proposition, but before it is carried into effect would recommend that a more efficient establishment be organized, at the head of which Mr. Griffin should be placed, with a pay which will compensate a clever and industrious person.

It is absolutely indispensable that some means of the kind for the repair of the monitors should always be at hand, nor need the mechanics be idle at the intervals, which can be appropriated to some general work in their line. Mr. Griffin thinks that the whole arrangement can be put on a much more efficient and economical scale than it has been.

I will await the instructions of the Department in this respect.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting reports of experiments with the Ericsson obstruction remover.

No. 239½.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 6, 1863.

SIR: The torpedo was tried to-day, and its action was complete. There were said to be 600 pounds of powder in it, but the shock was so slight as not to compare with the shock even of distant cannon. The column of water was large, but not what I should have expected. The raft very naturally retards the motion of the monitors, whether direct or lateral, but in the perfectly smooth water which we had (a miracle here), not inconveniently; the vessel performed quite well.

I inclose the reports of Commander Stevens and Mr. Griffin.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockkading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington. D. C.

[Enclosures.]

U. S. IRONCLAD PATAPSCO,
Off Morris Islond, November 7, 1863.

SIR: I have the honor to report that after two trials, one of which failed on account of the damaged condition of the powder, we succeeded yesterday in exploding the torpedo designed by Mr. Ericsson.

For the special purpose of removing fixed obstructions, I think it like all that Mr. Ericsson undertakes, a complete success. The shock of the explosion was hardly perceptible upon the vessel.

While I give my unqualified approval, resulting from this practical test, in favor of this invention of Mr. Ericsson, I am constrained to believe that for operations against ironclads or a moving force the

arrangement and attachment are too cumbersome and complicated. In my opinion, we require something in the way of a torpedo which can be managed with facility, and will not interfere with the steaming and maneuvering of the ironclads.

I am, sir, yours respectfully,

T. H. STEVENS,
Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

U. S. MONITOR PATAPSCO,
Off Charleston, S. C., November 7, 1863.

SIR: I respectfully submit the following report of an experiment made yesterday of an obstruction remover, which was designed by Captain Ericsson.

This obstruction remover consists of a cast-iron shell, or torpedo, about 23 feet long and 10 inches in diameter, containing 600 pounds of powder. This is discharged by a trigger board placed directly in front and extending the entire length of the shell, adjusted on the plan of a parallel ruler; this board, by being pushed in contact with obstructions, will spring two locks placed equidistant on the torpedo, causing an explosion of the shell. These torpedoes are suspended from rafts carried on the bows of monitors, and held in position forward by two booms, which are firmly secured to the raft; there is also attached to the forward part of the torpedo a series of air vessels, so arranged as to cause the explosive power to be expended in that direction.

As this trial was only made to show the effect of the explosion on the monitor, and how much it interfered with the maneuvering of the vessel, it was carried on in deep water. The *Patapsco*, the vessel on which the trial was made, had, on account of the foulness of her bottom, only a speed of about 3½ knots; with the raft on, I should judge she was not [to] be driven more than 3 knots; and in making a circuit with the helm hard down, it takes at least half as much more room.

In exploding the torpedo, which was suspended at a depth of 13 feet, the shock was hardly perceptible on the *Patapsco*, while the body of water displaced and thrown upward to a height of from 40 to 50 feet, was really fearful; this body of water was thrown forward, and but a slight quantity of water fell upon the deck of the vessel. The raft was raised about 2 feet at the forward end, but sustained no material injury.

In reference to the effectiveness of this arrangement for removing and destroying obstructions such as piles, chains, network, and torpedoes, with which it can be brought in contact, I believe it will be completely successful. The three rafts which are now at hand can have all the attachments made, except [those for] launching the torpedo overboard, so as to be ready for use at short notice.

I am, very respectfully, your obedient servant,

THOS. J. GRIFFIN,
Assistant Inspector of Ironclads.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Order of Commander Reynolds, U. S. Navy, to the master of the brig Ann, for the transportation of guns to Charleston, S. C.

PORT ROYAL, S. C., *November 8, 1863.*

SIR: Having received on board two 150-pounders (rifles) and their carriages, two 100-pounders (rifles), and two XI-inch guns, for 24-pound howitzers and their appurtenances, as per invoice furnished by Acting Master Carter, ordnance officer, you will proceed to sea at the earliest moment possible and make the best of your way to Charleston, where, upon arrival, you will report to Rear-Admiral Dahlgren.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer Present.

MASTER BRIG ANN.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Hopkins, U. S. Navy, to assume command of the U. S. S. Seneca.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 9, 1863.

SIR: You are hereby detached from the U. S. ironclad *Lehigh* and will report to Commander William Reynolds, senior officer present at Port Royal, for the command of the U. S. S. *Seneca.*

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blkdg. Squadron.

Lieutenant-Commander A. HOPKINS,
U. S. Ironclad Lehigh.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the disposition of the marine battalion.

NAVY DEPARTMENT, *November 9, 1863.*

SIR: Yours of the 24th ultimo (No. 213) has been received. After filling the complements of the marine guards of the vessels under your command, which are entitled to guards and have previously had them, you will direct the return of the remainder of the marine battalion to Philadelphia by the U. S. S. *Massachusetts.*

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blkdg. Squadron, off Charleston, S. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding letter received from Lieutenant Preston, U. S. Navy, a prisoner in Columbia, S. C.

No. 243.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 9, 1863.

SIR: I beg leave to inform the Department that Flag-Commander Ammen has received a letter from Lieutenant Preston, now a prisoner

with the enemy, written at Richland Jail, Columbia, S. C., under date of September 24, which contains the following paragraph:

The list of killed and wounded was forwarded to the admiral from Fort Sumter before we left. You must have received it about the time of the writing of your letter.

The list referred to has not been received, and the presumption is that it has been retained by the Confederate authorities. The last flag of truce passed on the 30th ultimo, as the Department has been advised in my No. 221.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Desertion of a boat's crew from the C. S. ironclad Savannah, November 9, 1863.

Report of Lieutenant-Commander Johnson, U. S. Navy, commanding U. S. S. Unadilla.

U. S. S. UNADILLA,
Tybee Roads, Georgia, November 9, 1863.

SIR: This morning, about 3 a. m., the crew of a boat belonging to the rebel ram *Savannah*, doing picket duty near the obstructions in that river, succeeded in securing as prisoner an acting master's mate (Samuel A. Brockington, of Georgia), in charge of the boat, and effecting their escape to Fort Pulaski, where they have been cared for by the commanding officer, and will be sent to-morrow to the provost-marshal of the department. Their names are Robert Andrews, of Greenock, Scotland; Richard May, of Providence, R. I.; Thomas Brandt, of ——, Denmark; Robert Conner, of Belfast, Ireland. They are all able-bodied seamen, and belonged to the rebel ram *Savannah*, Robert F. Pinkney, late commander in the U. S. Navy, commanding; Pembroke Jones, late lieutenant, U. S. Navy, executive officer.

These men report that the armament of the *Savannah* consists of two 7, and two 6 inch Brooke rifled guns; that her sides are protected with rolled-iron plating, 4 inches in thickness; that she carries a torpedo at her prow, as did the *Atlanta*, and has two more in her store room. Her crew numbers between 100 and 125 men, a very small proportion of whom are seamen, and of these she has recently lost several by desertions. The speed of the *Savannah* does not exceed 6½ or 7 knots in smooth water.

The frames for two other rams are on the stocks in Savannah, but the iron plating for them can not be obtained. In form and size, they resemble the one now afloat, and will have the same draft of water as herself—about 11 feet. A small wooden steamboat, the *Isondiga*, mounting one 7-inch Brooke rifle, and one IX-inch Dahlgren, is also in the river; her boilers are represented as being old, and her machinery unreliable. No torpedo boats are being constructed at Savannah.

The steamer *Resolute*, supposed to be ready to run the blockade at this point, with cotton, has been unladen and converted into a tender.

All the cotton now at Savannah is being sent to Wilmington for shipment. A small sloop, drawing only 3½ or 4 feet water, having on board but 4 bales of cotton, managed, despite our constant vigilance, to get through New River on the 29th ultimo, and by hugging the shore of Daufuskie Island, inside of the Grenadier Shoal, to escape to seaward through the Calibogue Channel. There was no moon; the wind was fresh, and the sky overcast, and the position of this vessel commanded the channel of New River. It is reported that she was bound to Nassau, and will attempt to return by the same route, when I hope to secure her.

The rebels are building sand batteries near Fort Jackson; they have placed torpedoes about the obstructions, which consist of heavy piles, entirely closing the river to navigation, except through an opening of some 30 feet in width. The floating battery *Georgia*, commanded by Washington Gwathmey, late lieutenant, U. S. Navy; Pelot, executive officer, is at anchor off Fort Jackson. She carries an armament of six old 32s, rifled; other guns which she had on board were transferred to shore batteries; the general opinion is that the *Georgia* is a failure.

All the deserters concur in their statements as to the great destitution of the people remaining in Savannah (of whom a number are foreign residents) the high prices of the necessaries of subsistence, and the worthlessness of the Confederate paper. They give, as an instance, the sale of an American gold eagle for $400, Confederate notes. They also testify to the existence of a Union sentiment among the working classes, which they dare not express in public.

From all accounts, there are but few troops in and around Savannah, the most of them having been ordered to Charleston and elsewhere. Commodore Tattnall and W. W. Hunter are the naval officers chief in command at Savannah. On the 6th and 7th instant the ram *Savannah* was seen from this vessel, near the obstructions, practicing at a target.

I am, respectfully, your obedient servant,

A. W. JOHNSON,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Commander Pinkney, C. S. Navy, commanding C. S. ironclad Savannah.

SAVANNAH, *November 9*, [*1863*].

SIR: Robert Andrews, captain forecastle; Thomas Brandt, quarter gunner; Robert Conner, seaman; Richard May, seaman, deserted with the guard boat last night, in charge of Master's Mate Brockington.

The officer was armed with a revolver; the men with carbines.

About 10 o'clock one of the boatswain's mates reported that he suspected that they intended to desert. An officer was immediately sent to prevent the execution of such a design, but they had already passed beyond the barrier.

I am, very respectfully, your obedient servant,

R. F. PINKNEY.

Flag-Officer HUNTER.

Report of Flag-Officer Hunter, C. S. Navy.

SAVANNAH, *November 9, 1863.*

I have to report that the guard boat on duty at the obstructions in the Savannah River, near this place, in charge of Master's Mate S. A. Brockington, C. S. Navy, deserted to the enemy last night at about 10 p. m. Her crew were men of the C. S. *Savannah.* Robert Andrews, captain forecastle; Thomas Brandt, quarter gunner; Robert Conner, seaman; Richard May, seaman. The officer was armed with a revolver and the men with carbines.

About 10 p. m. one of the boatswain's mates reported that he suspected that they intended to desert. An officer was immediately dispatched to prevent the execution of such a design, but they had already passed beyond the barriers.

I am, respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander JNO. K. MITCHELL, C. S. Navy,
Commander in Charge.

Order of the Chief of Office of Orders and Detail to Flag-Officer Hunter, C. S. Navy, to furnish information regarding Acting Master's Mate Brockington, C. S. Navy.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, Va., November 23, 1863.

SIR: Yours of the 9th instant, reporting the desertion of the guard boat on duty at the obstructions to the enemy the night before, has been received.

Please inform the Department of the age and character of Master's Mate S. A. Brockington, whom you report as being in charge of the boat at the time. Had he no other arms than the revolver your letter mentioned?

The frequency of similar desertions to the enemy enjoins the necessity of great caution in the selection of men, as well as officers, for the performance of all such duties, as well as the propriety of having more than one officer in the guard boat.

The question suggests itself why the boatswain's mate you mention did not sooner report his suspicions of the treason committed.

By command of the Secretary of the Navy:

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Commander in Charge.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding, etc., Savannah, Ga.

Report of Flag-Officer Hunter, C. S. Navy.

SAVANNAH, *November 28, 1863.*

I have received your letter of the 23d instant, in relation to the desertion of the guard boat on this station some time since. You state that "The frequency of similar desertions to the enemy enjoins the

necessity of great caution in the selection of men, as well as officers, for the performance of all such duties." I can not but be aware of the importance of this, and would state that I have been so guided. You are aware that you have detached from this station to Richmond, Charleston, and to the naval school, with scarcely an exception, such officers as I should most confidently rely [upon] for service of the character alluded to.

Master's Mate S. A. Brockington, who had charge of the guard boat, is a native of Brunswick, Ga., aged about 32 years, has served creditably in the Army, bears a good character, and is an enthusiastic Southerner. The officers of the squadron believe him to be thoroughly loyal, and that he must have been overpowered by the boat's crew, but of this nothing is as yet known positively. Boatswain's Mate Martin, who gave the information of the probable attempt at desertion of the boat's crew, obtained his information from women with whom he was acquainted whilst on liberty on shore, and did not get on board to give the information (though he came promptly) till the guard boat was on its station miles from the *Savannah*. A boat and officer were immediately dispatched to relieve the guard boat, but too late to do so. It had been my practice to send two officers in the guard boat till the number of officers became reduced by detachments and sickness to too few to do so. Master's Mate S. A. Brockington was armed with a revolver, the boat's crew with carbines.

I am, respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander J. K. MITCHELL, C. S. Navy,
Commander in Charge.

Report of Flag-Officer Hunter, C. S. Navy, transmitting report of Acting Master's Mate Brockington, C. S. Navy.

SAVANNAH, *February 8, 1864.*

Herewith is a letter from Acting Master's Mate Samuel A. Brockington, dated Hilton Head, January 9, 1864, which I received yesterday. Mr. Brockington had charge of a guard and a picket boat on the 8th November, 1863. He was doubtless captured by his boat's crew and taken forcibly to the enemy; the boat's crew were foreigners, chiefly Irish.

I find that no reliance whatever can be placed on the shipped men of foreign birth who are in this squadron. Without an exception, all the men who have been and are being tried by the naval court-martial here for mutinous conduct are Irish and English. As I feel assured that these men would prove very detrimental and dangerous to our cause, either in the squadron or at large, I deem this fact is worthy the consideration of the revising power when the record of their cases is presented.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander J. K. MITCHELL, C. S. Navy,
Office of Orders and Detail.

[Enclosure.]

HILTON HEAD, S. C., *January 9, 1864.*

DEAR Sir: On the night of the 8th of November, while on picket duty near the obstructions, I was taken prisoner and conveyed to Fort Pulaski and from there to this place, where I remain a prisoner of war.

Very respectfully, your obedient servant,

SAML. A. BROCKINGTON,
Acting Master's Mate, C. S. Navy.

Captain W. W. HUNTER, C. S. Navy,
Commanding Afloat, Savannah, Ga.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the cannonade of Fort Sumter by the shore batteries.

No. 244.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 10, 1863.

SIR: I have the honor to acknowledge the receipt of your dispatch of November 2, and the Department may be assured that no effort will be spared to attain the object in view.

I shall now anxiously await the arrival of the four monitors mentioned in the communication of the Department, which I hope may be rather within than beyond the time specified.

Since my last (which was to have gone by the *Fulton*, had that vessel touched here, as directed by the War Department), the shore batteries have continued to cannonade Sumter, by which the rubbish of the southeast face is much reduced in height, but the northeast face, though pierced in many places, has not lost its general surface. The monitors have assisted, until the indications of wear in the rifled cannon rendered them unsafe, and now it is necessary to replace them.

The *Montauk* has arrived from Port Royal with a new gun, a clean bottom, and general repairs, and the *Passaic* also, both of which will now go 6 knots. The *Weehawken* has gone down for a new pinion and to clean bottom. I am told also that the damage at the bow requires further repair.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the landing of Blakely guns by the steamer Sumter, at Wilmington, N. C.

FLAG-STEAMER PHILADELPHIA,
No. 245.] *Off Morris Island, November 10, 1863.*

SIR: In reply to one of the enquiries of the Department, on memorandum of Captain Ammen, I think Mr. Danby (fleet engineer) would be very useful near me for examinations and opinions, and that

his place at Port Royal would be filled most profitably to the Government by Mr. Wilson, the machinist of the Washington navy yard; his ability and strict care for the public interests are long and well known to me, and he tolerates no abuse; but his present salary should be increased and his board paid, as living here is very expensive. The Government would gain largely, I am sure, by his service at Port Royal.

I informed the Department of the arrival of the *Du Pont* (No. 189, October 10), and on finding that the monitors would be so long under repair, and that no attempt on the obstructions would be possible for some time, would have discharged that steamer as soon as possible, but the absence of the *Powhatan* and the reduced number of vessels on blockade compelled me to retain her for convoy and tow of the monitors in passing from this place to Port Royal for repair. This is now nearly completed, and I shall then discharge the *Du Pont*.

The Department speaks of having sent me a side-wheel wooden steamer, which I shall therefore expect, as the *Du Pont* is an iron hull. I take the occasion of advising that the monitors to be sent shall be towed by powerful side-wheel steamers. They should also have offing sufficient on the voyage down to allow of their edging off in a gale and not being dragged against a heavy sea.

There has been much mistake in relation to the port where the large Blakely guns arrived, and it is still asserted in the public prints that they entered this port. I take the opportunity, therefore, of transmitting information on the subject from a reliable source—an engineer employed on the Charleston and Northeastern Railroad, who is a Northern man, and took an opportunity of leaving Charleston, and is now employed on board the *Housatonic* by Captain Pickering.

Mr. Fox says that the two Blakely guns were landed at Wilmington by the *Sumter*; that he saw the *Sumter* there, and himself brought on the carriage of the second gun with some bolts; these were ordered back by General Beauregard, which order was countermanded; that this second gun was placed on the wharf near the depot of the Northeastern Railroad, was fired there on trial, and Mr. Fox saw all the work going on for the foundation of the platform, etc., when he left. He says the first of these guns was placed on White Point and fired there; that it burst with 50 pounds of powder and a shell; does not know the weight of shell, but the shot weighed 763 pounds; that the gun on giving way blew out its breech plug, which was of bronze. When Mr. Fox saw it this had been replaced, but was quite loose, so that he could shake it with his hands; the gun was also cracked in seven or eight places in the breech behind the band around the cylinder.

That the vessel fired into by Moultrie was a high-pressure river boat called the *Sumter*, which was passing from the fort before day, and being mistaken, was fired into by Moultrie. There were 740 men in her, of which 40 were killed and others wounded. This was in August.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, recommending the amendment of the law regulating dismissals.

No. 249.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 12, 1863.

SIR: I notice by the proceedings of a summary court-martial, forwarded from the U. S. bark *Braziliera*, that a man was sentenced to be dismissed the service.

As the law leaves this power entirely in the hands of the commanding officer of a vessel, I am reminded by the great scarcity of men that it should be amended so that the officer commanding a squadron may have in his hands some corrective by which such a practice may not grow into an evil over which he has no control.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report regarding vessels for communication and for towing.

No. 252.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 14, 1863.

SIR: I enclose herewith a letter from Captain Reynolds concerning vessels for communication and for towing.

The tugs will meet all the wants for communication and for towing in harbor, if there is a sufficient number; but they will not serve for heavy towing at sea, nor will they supply the vessels on detached blockade. The *Thorn* and her class have been much missed; but even these would not be reliable for towing monitors at sea. For this duty I only trusted the *Powhatan*. Since she left, I had no resource but to detain the *Du Pont*. I now discharge her on account of the heavy cost to the Government. The tugs are now rendering excellent service; I wish we had more of them.

I have the honor to be, very respectfully, your obedient servant,
JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., November 10, 1863.

SIR: Your enquiries in respect to the unfulfilled requisitions of the *Ironsides* suggest to me to write to you in relation to this very important service of supplying the wants of the squadron from this place.

If this service can be conducted with system, there will be regularity and not much cause for complaint. In the absence of system there will be irregularity, and always complaints. There will be full occupation for two steamers for this purpose. Small propellers, like the

Thorn, carrying their freight under hatches to protect it from the weather, are the description of vessels needed. The *Oleander*, which answers very well in other respects, is deficient in this, of shelter from the weather. The bread she has now on board, and all her dry stores, will be damaged by rain or rough weather.

With two propellers, as above, devoted entirely to carrying supplies on requisition from this place, whose commanders will become familiar with the duty, we shall be able, at least, to send such articles as are on hand as they are called for.

It is certainly indispensable to have constant communication with the vessels to the southward, in order to know what is taking place there and to be informed of their wants, as well as to supply them.

The *Massachusetts* brings up requisitions from nearly all the vessels to the southward, and I should like to dispatch the *Oleander* with them on her return from her present trip. She has as much as she can carry for this trip.

Very respectfully, etc.,

WM. REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Commander Hughes, U. S. Navy, giving information received from deserters regarding Thunderbolt battery.

U. S. STEAM GUNBOAT CIMARRON,
Wassaw Sound, Georgia, November 14, 1863.

SIR: I have to report that early this morning the U. S. ironclad *Nantucket*, Lieutenant-Commander S. B. Luce, picked up a small boat near the mouth of Wilmington River, containing four deserters from Thunderbolt battery. Their names are John Vine and Asa Draper, natives of the State of New York; Lewis A. Dreyer, a native of Maryland; and Matthias Popper, a native of Bohemia.

They left the fort at 11 p. m., yesterday, and represent that it contains a garrison of about 900 rebel troops, and mounts 14 guns, among which are one or two VIII-inch columbiads; two shell guns, 64-pounders; one 42-pounder; one 8-inch Dahlgren gun; and eight 32-pounders. There are about 5,000 troops in Savannah; the poorer class of people in that city are in a suffering condition, owing to the high price and great scarcity of food.

The *Savannah*, with the exception of the *Georgia*, and she is only intended for harbor defense, is the only ram in that river; two others are on the stocks in course of construction, having all their outside planking and woodwork finished, but without plates for their armor; nor is their machinery yet ready.

There are obstructions in the river one mile and a quarter below Thunderbolt; from Thunderbolt to Savannah there are no obstructions until you get within one mile and a half of Fort Jackson, where they reach across the river, with torpedoes placed near them.

It was reported in Savannah a few days ago that General Bragg was retreating with the rebel forces under his command from Chickamauga

toward Atlanta, Ga. I shall send these men to Port Royal by the first conveyance to that place.

Very respectfully, your obedient servant,

A. K. HUGHES,
Commander and Senior Officer Present.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Distribution of vessels of the South Atlantic Blockading Squadron, November 15, 1863.

Name.	Station.	Remarks.
Ottawa	Murrell's Inlet	
Dai Ching	Georgetown	
Blunt	Bull's Bay	
Housatonic	Charleston	Outside the bar.
Wabash	do	Do.
Nipsic	do	Do.
Sanford	do	Do.
Ward	do	Do.
Hope	do	Do.
New Ironsides	do	Inside the bar.
Lehigh	do	Do.
Passaic	do	Do.
Montauk	do	Do.
Nahant	do	Do.
Home	do	Do.
Philadelphia	do	Do.
Racer	do	Do.
Oleander	do	Do.
Jonquil	do	Do.
Dandelion	do	Do.
Iris	do	Do.
Hannibal	do	Inside the bar, storeship.
Supply	do	Do.
McDonough	Light-House Inlet	
Pawnee	Stono	
Marblehead	do	
Williams	do	
Paul Jones	North Edisto	
Kingfisher	St. Helena	
Chippewa	Port Royal	
Mohawk	do	Guard ship.
Vermont	do	Storeship.
John Adams	do	Do.
Houghton	do	Do.
Ironsides	Port Royal	Do.
Valparaiso	do	Do.
Pettit	do	Tug.
Unadilla	Tybee Island	
Nantucket	Wassaw Sound	
Cimarron	do	
Water Witch	Ossabaw	
Fernandina	St. Catherine's	
Mahaska	Sapelo	
Seneca	Doboy	
Daniel Smith	Altamaha	
Paul Jones, jr	do	
Stettin	St. Simon's	
Braziliera	St. Andrew's	
Flambeau	Fernandina	
Para	do	
Norwich	St. John's	
Geranium	do	
Norfolk Packet	Mosquito	
Canandaigua	Port Royal	Repairing.
Patapsco	do	Do.
Weehawken	do	Do.
Catskill	do	Do.
Midnight	do	Do.
Memphis	do	Do.
South Carolina	do	Do.
Wissahickon	do	Do.
Hale	do	Do.
Potomska	do	Do.
Huron	do	Do.

Distribution of vessels of the South Atlantic Blockading Squadron, November 15, 1863—Continued.

Name.	Station.	Remarks.
Columbine	Port Royal	Repairing, tug.
Daffodil	do	Do.
Rescue	do	Do.
Larkspur	do	Do.
Carnation	do	Do.
Perry	do	Repairing, brig.
Conemaugh	North	For repairs.
Lodona	do	Do.
Wamsutta	do	Do.
Madgie	do	Do.
Flag	do	Do.
Powhatan, Dinsmore		Sent North on service and not yet returned.
Sonoma		Sent to Southern States with men and stores.

JOHN A. DAHLGREN,
Real-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the continued bombardment of Fort Sumter.

No. 253.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 15, 1863.

SIR: Since my last there has been little done, except in completing the refitment of the monitors, which is now so near at hand that the seven may be ready for service in a week or ten days.

Our shore batteries continue to work at Sumter, but are now using mortars largely, if not entirely, so as to disturb the enemy in his efforts to form cover for the men he keeps there. It looks as if a storming party must be resorted to eventually to obtain possession. The enemy seem to anticipate a direct attack on Sullivan's Island, inasmuch as they labor most assiduously at the works, improving and extending them, while many troops are kept there. But they throw their labor away, for the general has given up the idea of an attack there, and it would be a mere waste of ironclads and cannon to disturb them by water. Sullivan's Island can be taken in other ways. They are even dismantling the Moultrie House.

The *Du Pont* has been discharged and sent home, as suggested by the Department, by reason of the expense of her charter. She was very useful here. The *Perry* has arrived at Port Royal.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, responding to the Department's communication regarding proposed advance upon Charleston.

No. 254—Confidential.] FLAGSHIP PHILADELPHIA,
Off Morris Island, November 15, 1863.

SIR: The communication of the Department, dated November 2, has been received, and soon afterwards I spoke to General Gillmore on the

subject, in the course of an interview which he had requested (November 11). The letter of the Department was not at hand, for the machinery of the *Philadelphia* gave out on the way, and I went on shore in a barge, when I met the general, and we walked the beach while conversing.

He seemed to concur in my preference for attack with reinforcements. On the 13th the general came on board, and we continued the conversation more at length. He was quite aware of the advantages derivable from attacking in force, and appeared entirely of my opinion. For I may here remark that the inability on our part hitherto to follow up one blow with another, and the intervals thence arising, have given the enemy decided advantages, which he never fails to improve.

Among the other opportunities which a naval move in force presented was that of cooperation by the troops, which would not be possible with the present force. This seemed to strike the general favorably, and an operation was sketched out which will be arranged in detail at future meetings. If it can be carried out, it will furnish a useful purpose, which a mere desultory attack with a few vessels could not attain.

I may mention here that General Gillmore agrees with the generals in Washington that an interior position by ourselves in suitable force would compel the abandonment of Sullivan's Island, but not of James Island.

I have only to beg that the Department will urge the completion of the four ironclads.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Commander Reynolds, U. S. Navy, to Lieutenant-Commander Stevens, U. S. Navy, commanding U. S. S. Huron, to proceed to duty in Doboy Sound.

NOVEMBER 16, 1863.

SIR: You will, as soon as practicable, get underway and proceed to Doboy [Sound] for the purpose of relieving the *Seneca* in the blockade of that point.

You will receive from Lieutenant-Commander Gibson all possible information in regard to the situation and duties at that station.

On your way down you will communicate with the *Mahaska* at St. Catherine's, and deliver the accompanying letter and the paymaster's clerk to that vessel.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer Present.

Lieutenant-Commander GEORGE A. STEVENS,
Commanding U. S. S. Huron.

Report of Captain De Camp, U. S. Navy, requesting instructions regarding the disposition of dispatches for the British and French consuls in Charleston.

U. S. STEAM FRIGATE WABASH,
Off Charleston Bar, S. C., November 16, 1863.

SIR: In obedience to your order of the 14th instant, I sent this day, at 1 o'clock, a boat with a flag of truce, under charge of Ensign J. C. Pegram, of this ship, to deliver a letter bag containing dispatches for the British and French consuls at Charleston, also a package from General Gillmore. Our boat was met about a mile and a half from the Breach Inlet battery by a boat in charge of a Confederate officer, who refused to receive the dispatches, and stated to Mr. Pegram that his orders were to receive nothing from us unless it was directed to the commanding general of the Confederate forces.

I should be pleased to receive your instructions as to what disposition is to be made of the dispatches.

I am, sir, very respectfully, your obedient servant,

JOHN DE CAMP,
Captain, U. S. Navy, and Senior Officer Outer Blockade.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Morris Island.

Order of the Secretary of the Navy to Acting Master Childs, U. S. Navy, commanding U. S. S. Acacia.

NAVY DEPARTMENT, *November 16, 1863.*

SIR: Proceed carefully with the U. S. tug *Acacia* off Charleston and report to Rear-Admiral Dahlgren, or the senior officer present, for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Acting Master J. D. CHILDS,
Commanding U. S. Tug Acacia, Boston.

Report of Acting Lieutenant Brodhead, U. S. Navy, commanding U. S. S. Lodona, regarding the seizure of the British schooner Arctic.

U. S. S. LODONA,
At Sea, Lat. 33° 40′ N., Long. 77° 47′ W., November 16, 1863.

SIR: I have the honor to inform you that I last night seized as a prize the British schooner *Arctic*, under the following circumstances: At 9:30 p. m., this ship then being in latitude 33° 40′ N., and longitude 77° 30′ W., steering S. S. W., wind W. by S., the *Arctic* was discovered on our port bow, to the southward and eastward, standing to the northward and westward. She had no lights visible from our deck. As she crossed our bow I fired a blank cartridge, whereupon she hove to. Her master, James Gage, stated to the officers who boarded her that she was the *Arctic*, of and from Nassau, New Provi-

dence, bound to Baltimore with a cargo of salt; that she was twelve days out, and he believed her to be about 27 miles to the southward and eastward of the Frying Pan Shoals.

Her cargo was found to be salt, and the following papers were found on board, viz: Her register at the port of Nassau, shipping articles and list of her crew, clearance from Nassau for Baltimore, a bill of lading for 450 bags of salt, a sealed document addressed to "Kirkland, Chase & Co., consignees, Baltimore," and a sealed letter to Mr. —— Jenkins, Baltimore. No log book was on board, her master stating that he had had none. Some of my crew who boarded her informed me that some of her crew stated that she had been "knocking about" the place of her capture for several days, and that they believed she intended to run the blockade.

Her position, course, etc., led me to believe that she was trying to violate the blockade of Wilmington, N. C., and that it was consequently my duty to seize her. There was no other vessel in sight at the time of the capture. This vessel was bound to Charleston, S. C., in obedience to your orders of the 19th October ultimo.

I have put Acting Ensign H. G. McKennee in command of her, and taken her in tow for Charleston, to be sent thence, after some necessary preparation for the voyage, to such port as Admiral Dahlgren shall direct. I enclose the prize list of this ship.

I am, very respectfully, your obedient servant,

EDGAR BRODHEAD,
Acting Lieutenant, Commanding Lodona.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Bombardment of Cumming's Point batteries by Fort Moultrie, and the grounding of the U. S. S. Lehigh, November 16, 1863.

Report of Rear-Admiral Dahlgren, U. S. Navy.

No. 254.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 17, 1863.

SIR: I beg leave to call your attention to meritorious service, under a severe fire of the enemy, by certain persons of this squadron.

Last evening the enemy unexpectedly opened a very heavy fire from Moultrie upon our works on Morris Island. General Gillmore telegraphed me accordingly, thus:

The enemy have opened a heavy fire on Cumming's Point. Will you have some of your vessels move up, so as to prevent an attack by boats on the sea face of the point.

It was now about 10 p. m., and I at once ordered the monitors on picket to move up, so as to attend to this duty, and also to cause the tugs on patrol to keep a good lookout. This morning, early, it was reported that the *Lehigh* had grounded and the enemy had opened heavily on her from Moultrie and the adjacent batteries. I at once signaled to the ironclads to get underway, and myself went up in the *Passaic*. On reaching the spot I perceived that the *Nahant* was very close to the *Lehigh*, so I passed her, where I found Lieutenant-Commander Cornwell preparing to assist his comrade. With difficulty

and much danger it was contrived to get three or four hawsers successively from the *Nahant* to the *Lehigh*. Two were cut by chafing and one by the enemy's shot; the last one held, and at high water the *Lehigh* floated off.

With pleasure I bring to your notice the gallant behavior of Acting Ensign R. Burk, who was severely wounded, and also of the medical officer of the *Lehigh*, Dr. W. Longshaw. Twice he passed in a small boat from the *Lehigh* to the *Nahant*, carrying a line bent on the hawser. The shot and shells from cannon and mortars were flying and breaking all around. The third time this service was performed by three seamen—Horatio Young, William Williams, and Frank S. Gile. These I advanced on the spot in their rates. I have also given appointments as [acting] master's mates to the two petty officers who rowed Dr. Longshaw—George W. Leland and Thomas Irving.

It would also have been very gratifying to me if it had been in my power to advance Acting Ensign Burk and Dr. Longshaw under the fire, when they so well performed their duty, and by which the former had been severely hurt, for a recognition of this kind has always been more valued in military service than any other. I beg leave to recommend them to the notice of the Department, with the observation that they risked their lives to save an invaluable vessel, which, I am glad to say, sustained no great damage.

It is proper for me to remark that the few officers were actively employed in other duties at the time. The *Passaic* and *Montauk* fired with great precision, and, I think, with effect, for their shells seemed to me to strike the crest of the parapet almost every time. Commander Bryson and Lieutenant-Commander Cornwell, with their officers, did their duty handsomely on the occasion. I enclose the report of Commander Bryson.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

November 18.—I may add, in continuation of this letter, that in the afternoon of to-day it was reported to me that the *Lehigh* had suddenly sprung a leak, which let in 9 inches of water the hour. When I went on board the water was coming in at the bow with some noise, apparently a foot below the overhang. It is impossible to speak with certainty of the extent of this leak or the cause that has produced it. The latter would naturally be attributed to the events of yesterday, and yet its locality renders it difficult to understand that it could have been caused by the shot of the enemy or by contact with the shoal.

When the vessel has been beached I shall be able to report with certainty. The accident is unlucky just at this time, when three monitors are absent under repair. The inflow of water has now been reduced to 5 inches per hour, and I am in hopes that the injury will prove immaterial.

J. A. D.

[Endorsement.]

BUREAU OF MEDICINE AND SURGERY,
November 28, 1863.

I beg leave to recommend, as a recognition of the gallant conduct and efficient service, under a heavy fire of shot and shell from the enemy's cannon and mortars, of Assistant Surgeon William Longshaw.

of the monitor *Lehigh*, so amply set forth by Rear-Admiral Dahlgren in general orders of the 17th instant, that an order issue, giving Assistant Surgeon Longshaw the privilege of examination as soon as his two years' sea service, required by law, shall be completed; if successful, that he shall rank as passed assistant surgeon from the date of his examination, without reference to others of his date or class.

W. WHELAN,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Bryson, U. S. Navy, commanding U. S. S. Lehigh.

U. S. IRONCLAD LEHIGH,
Off Morris Island, November 17, 1863.

SIR: I have the honor to report that, in obedience to your order of the night of November 15, I moved up, whilst on picket service, to a position which would enable me to use my guns on any boats of the enemy which might be seen approaching Cumming's Point. I anchored the ship in 3¼ fathoms of water, on a half-ebb tide, feeling that she was perfectly secure. On the making of the flood tide she swung, and, in swinging, it is my belief that she touched on a lump, and there hung. The water was so smooth, and she went on so easily, that it is impossible for me to say at what time during the night she touched. After daylight I made the attempt to get under steam, and found to my surprise that the ship was on the bottom. Signal was then made to this effect, that assistance might be rendered me. I was within range of the enemy's batteries on Sullivan's Island, and as soon as they perceived that the ship was ashore, they opened on me from nine different batteries, striking twenty-two times, nine of which are wounds on the deck plating, and these are the most serious of all the wounds she received.

The *Nahant*, being the nearest ship to me, immediately came to my assistance, and anchored near us. Lines were procured from the *Nahant* on three occasions, the first two being shot away and the third successfully made fast. The *Nahant* then steamed ahead, the *Montauk* being ahead of her, the *Lehigh* backing, and in the course of an hour the ship floated. No injury has been done the ship by grounding that can be perceived. I regret to inform you that while under the fire of the enemy's batteries there were wounded 1 officer and 6 men, 2 seriously, the others slightly. It is a pleasure for me to say that all, under these trying circumstances, did their duty, there being no confusion, and everything working well. I would especially mention the valuable services voluntarily rendered by Assistant Surgeon Longshaw, and the promptness and alacrity with which George W. Leland (gunner's mate) and Thomas Irving (coxswain) manned the boat which was engaged in passing lines, under a heavy fire. Acting Ensign Richard Burk also commanded my admiration for the courageous manner in which he performed all his duties, the value of which I can not speak too highly.

I am, respectfully, your obedient servant,

A. BRYSON,
Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

General order of Rear-Admiral Dahlgren, U. S. Navy.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 17, 1863.

It is a gratifying duty to observe and make known the conduct of officers and men which obviously deserves such notice, particularly under fire.

The *Lehigh* grounded yesterday within good range of the enemy, and during the whole forenoon was under a very heavy fire of shot and shell from cannon and mortars. The *Nahant*, in assisting her to float, was also much exposed.

I can myself bear witness that nothing could have been better than the deportment of the commanders, officers, and men of both vessels under such trying circumstances.

Acting Ensign Richard Burk, who was severely wounded, is spoken of by his commanding officer in the official report, who also mentions an indispensable service that demands special notice.

Three times a line to pass a hawser was conveyed from the *Nahant* to the *Lehigh*, twice by Dr. Longshaw, the surgeon of the *Lehigh*, and once by three seamen of the *Nahant*—Horatio Young, William Williams, and Frank S. Gile. The latter I advanced in rate on the spot. The seamen of the *Lehigh*, George W. Leland, gunner's mate, and Thomas Irving, coxswain, who rowed Dr. Longshaw, will be also advanced a rate, and I shall also make honorable mention of them to the honorable Secretary of the Navy, which is all I can do for Dr. Longshaw. It is not in my power to reward him suitably.

This order will be read on every quarter-deck of the fleet at the next general muster after its reception.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Letter of commendation from the Secretary of the Navy to Assistant Surgeon Longshaw, U. S. Navy.

NAVY DEPARTMENT, *December 1, 1863.*

SIR: In consideration of your gallant conduct in twice carrying a line to pass a hawser from the *Nahant* to the *Lehigh*, the latter vessel being under a heavy fire of shot and shell from the cannon and mortars of the enemy, as reported by Rear-Admiral Dahlgren in general orders of the 17th ultimo, the Department grants you the privilege of presenting yourself for examination as soon as you have completed the two years' sea service required by law.

If successful, you will take rank as passed assistant surgeon from the date of your examination, and without reference to others of your date or class.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Assistant Surgeon WILLIAM LONGSHAW, Jr.,
U. S. S. Lehigh, South Atlantic Blockading Squadron.

Order of the Secretary of the Navy for the bestowal of promotions and medals of honor in certain meritorious cases.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 26, 1863.

The honorable Secretary Welles has been pleased to recognize the service of the officers and men who exposed themselves more than usually to the fire of the enemy when the *Lehigh* grounded under the fire of the rebel batteries.

He sends me the following letter, which will be read on the quarter-deck to the officers and men of each vessel of the squadron the day after its receipt.

It affords a gratifying assurance that meritorious acts will not pass unnoticed:

NAVY DEPARTMENT, *December 2, 1863.*

SIR: I have received your No. 254, with the enclosed report of Commander Bryson, in relation to the grounding of the *Lehigh* near Fort Moultrie, and calling attention to the meritorious services of certain officers and men under a severe fire.

The Department is pleased to read your commendation of the conduct of Commander Bryson, Lieutenant-Commander Cornwell, and the officers of the *Lehigh* and *Nahant* generally, and the meritorious services to which its attention is specially called shall be appropriately recognized.

In a communication of yesterday's date to Assistant Surgeon Longshaw, the Department gave him the privilege of examination as soon as his two years' sea service required by law are completed, and if successful he is to rank as passed assistant surgeon from the date of his examination, without reference to others of his date or class.

An appointment as acting master for Acting Ensign R. Burk is hereby transmitted, and the appointments of the two petty officers, George W. Leland and Thomas Irving, as acting masters' mates, conferred by you, are confirmed. The Fourth Auditor of the Treasury has been instructed to have them credited with the gratuity of $100 authorized by the act of July 16, 1862, and medals of honor shall be awarded to them.

Medals of honor shall also be awarded to Horatio N. Young, William Williams, and Frank S. Gile, the three seamen advanced by you in their ratings.

Be pleased to furnish the Department with a memorandum showing their correct names, their ratings, and the vessels to which these persons belong, so that there may be no errors in engraving their medals of honor.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Abstract log of the U. S. S. Nahant.

November 16, 1863.—From 4 to 8: At 6:30 an officer from the *Lehigh* came on board and reported her aground; stood up toward and anchored near her. At 6:45 Fort Moultrie opened fire on the *Lehigh*. At 7:45 fired one XV-inch shell at Fort Moultrie, and ceased firing to get our hawsers from below, having to work them through the turret. At 8 ran our hawser to the *Lehigh* and gave its end on board, which they lost. Hauled it in and ran it again, when it was cut by a shell from Fort Moultrie. At 8:03 ran our hawser again to the *Lehigh*, and it was again cut by a shot from Fort Moultrie. Ran it again and succeeded in getting it fast to her; steamed ahead. Finding we were

moving the *Lehigh*, slipped our chain, steamed out into deep water, and cast off from the *Lehigh*. During these operations a heavy fire was kept up on the vessels from Fort Moultrie and the batteries on Sullivan's Island.

Abstract log of the U. S. S. New Ironsides.

November 16, 1863.—At 7 a. m. Moultrie opened fire on the *Lehigh*, which appeared to be ashore. Commenced clearing ship for action. At 10:50 a. m. the *Lehigh* got off. Our army batteries firing on Sumter.

November 17.—At 1 a. m. our shore batteries firing on Sumter.

Abstract log of the U. S. S. Lehigh.

November 16, 1863.—Off Fort Gregg. At 8 a. m. enemy's batteries on Sullivan's Island opened fire on our ship. At 9 chain parted; *Nahant*, anchored near by, sent a boat and ran a line to ship; hauled hawser and made fast. Vessel under a continuous and precise fire; boats cut and rendered useless. Hawser cut; got another line and hawser from the *Nahant*. *Montauk* and *Passaic* came up and opened. Succeeded in getting off at 11:45. Vessel received 22 shots.

November 17.—At 1:20 a. m. opened fire with rifle gun on Moultrie House. Fired 3 Schenkle shell and ceased firing.

Abstract log of the U. S. S. Passaic.

November 16, 1863.—From midnight to 4 a. m. firing continually between our batteries on Morris Island and the rebel batteries on James Island. At 7:15 Fort Moultrie opened fire on the ironclad *Lehigh*, she being aground. At 7:35 the flagship set under the *New Ironsides*, *Montauk*, and *Passaic's* pennants. At 7:55 the admiral came on board. At 8 got underway. At 8:50 came to anchor opposite Fort Moultrie, 1,000 yards distant. At 9:15 the admiral left the ship in his barge; in the meantime the *Nahant* let go her spare anchor and warped up as near the *Lehigh* as the depth of water would permit and [was] engaged in getting a towing hawser to the *Lehigh*. Moultrie firing incessantly from mortars and shell guns. At 9:30 commenced firing from rifle gun at Moultrie. At 10:30 fired the XV-inch gun 4 times, then continued firing from rifled gun until 11:25, having fired 30 Schenkle shells, when the *Lehigh* succeeded in getting off. Got underway and steamed out of range, having received two hits, one on port side armor, forward of turret, and one over coal bunker, starboard side. At 12:15 p. m. anchored in 5 fathoms water, veering to 15 fathoms chain. Our own and the rebel batteries continued firing. At 5:30 fleet captain came on board. We got underway and steamed up near Moultrie and came to anchor. At 6:30 p. m. manned the second cutter with an armed crew, put on board of her a buoy and boat grapnel and sent her in charge of an officer in company with Captain Ammen in his boat to sound out the shoal on which the *Lehigh* was aground.

Abstract log of the U. S. S. Montauk.

November 16, 1863.—From midnight to 4 a. m.: Gregg firing at Sumter with rifled gun; no firing from the enemy. At 7 the enemy opened fire from Fort Moultrie on the monitor *Lehigh*, which was then observed to be aground on the west side of the channel opposite Cumming's Point. From 8 to meridian: Steaming up to the assistance of the *Lehigh*. At 9:30 a. m. opened fire on Fort Moultrie and continued firing, in company with the *Passaic*, until 10:45, when the left trunnion of the XI-inch broke square off at the rim base. Ship under a hot fire of shot and shell from Moultrie and bombshell from James Island batteries. Only one shot struck the ship, hitting the deck near the engine-room hatch, doing no damage. At the same time the admiral made to us from the monitor *Nahant* general signal 333. Steamed near her and anchored. Sent a boat with a hawser to the *Lehigh*. Both monitors succeeded in towing the monitor off into deep water. Expended 12 XI-inch shell, 10-second fuzes, and charges of powder. Dismounted a gun on Fort Moultrie. Gregg firing and Moultrie returning fire to midnight.

November 17.—Gregg keeping up a rapid fire during the day; James Island firing at Gregg.

Report of firing on board the U. S. S. Montauk, November 16, 1863.

Kind of projectile.	Object.	Distance of object.	Class of gun.	Charge of powder.	Number of fires.	Length of fuze in seconds of time.	Hits by enemy.	Number of hits.	Short of object.	Beyond object.
		Yards.		*Pounds.*						
XI-inch shell .	Fort Moultrie..	1,700, 1,800, and 1,900.	XI-inch shell gun.	15	12	10″	1	8	0	4

Remarks.—Opened fire at 9:30 a. m. Wind light from N. W. One of our shots dismounted a gun in Fort Moultrie. The enemy's shot struck abaft engine-room hatch; no injury done. At twelfth fire broke left trunnion of XI-inch gun. Ceased firing at 11 a. m.

Respectfully submitted.

G. C. WILTSE,
Lieutenant and Executive Officer.

Lieutenant-Commander J. L. DAVIS,
Commanding.

Extract from diary of Rear-Admiral Dahlgren, U. S. Navy.

November 16.—Last night about 9 or 10 the Confederates very unexpectedly opened a rapid fire from their batteries on Sullivan's Island upon our works on Cumming's Point.

The general telegraphed me to prevent their landing in boats, so I sent orders accordingly to the monitors on picket. This morning at

daylight the *Lehigh* was reported aground and the Confederates pommeling her, so I signaled the ironclads to go up and relieve the *Lehigh*. I went up myself in the *Passaic*, and finding the *Nahant* close in, passed to her in my barge.

The tide was rising, and the *Nahant* could approach so as to get a hawser aboard the *Lehigh*.

The scene was of great interest. Three times the hawser parted—once shot away. The line carrying it was twice sent to the *Lehigh* by the surgeon in a little boat, and once by two seamen. Every effort seemed vain, for the whole morning under a perfect storm of shot and shell from cannons and mortars, under which the men worked well. At last I ordered the *Nahant's* propeller to be started. The *Lehigh* backed and the *Montauk* ahead of us. It was the moment of high water, and most fortunately the *Lehigh* yielded and backed off. Even then the hawser began to give away.

Seven men were wounded by pieces of mortar shells.

At one time I ordered the *Passaic* and *Montauk* to reply to the batteries, which they did with effect, striking every time and dismounting a gun. The scene was quite a change. I noticed that the shore batteries, for whom we had got into trouble, gave us no help.

Extract from Journal of Operations, kept at Confederate headquarters, Charleston, S. C.

November 16, 1863.—There is no change of importance in the number or character of the enemy's fleet this morning.

About 7:15 a. m. a monitor was discovered to be aground opposite Fort Moultrie, distant about 2,300 yards, and immediately that work, assisted by Battery Rutledge, opened on her with effect. Soon, however, three other monitors moved up to the rescue and took position at about 1,800 or 2,000 yards from the fort, and opened with shot, shell, and grape. The action continued about three hours, when the grounded monitor got off and the vessels withdrew. Fort Moultrie fired in all about 179 shots, and Battery Rutledge 89 solid shot and 33 shells. The grounded monitor and also her consorts were struck repeatedly, but the distance was so great it is not probable they were seriously injured.

The monitors were assisted in their reply to our works by the Morris Island batteries. The former threw 50 shots, 20 of which struck Fort Moultrie and 1 the east mortar battery. A shot struck the muzzle of the 32-pounder rifled gun, carrying away 10 inches of it, and dismounting the gun. The escarpment of the front was struck four times, the merlons five times, and the magazine once. The damage sustained, however, was so slight that it was repaired by 20 hands in one hour. Three privates wounded and one killed were the only casualties in Moultrie.

Report of Brigadier-General Ripley, C. S. Army.

SULLIVAN'S ISLAND, *November 16, 1863—11:15 a. m.*

GENERAL: Enemy sent in *Nantucket* [*Lehigh*] and two tugs to support Gregg last night. Colonel Butler was directed to pay particular attention to them this morning, which he did. *Nantucket* got aground

and remains there. Three other monitors came to her relief. Unless she gets off within twenty minutes she must remain over the tide. Have directed the firing to be slow until tide falls, when if she remains will endeavor to finish work. One rifled 32-pounder dismounted in Fort Moultrie; 1 man killed and 3 wounded.

R. S. RIPLEY.

Brigadier-General JORDAN,
Chief of Staff.

Report of Captain Rivers, C. S. Army, commanding Battery Rutledge.

BATTERY RUTLEDGE, *November 16, 1863.*

LIEUTENANT: I have the honor to report that this morning, at about 7 o'clock, I opened on a monitor which was aground off Morris Island. Soon after the engagement began, three monitors came in to protect her, and the engagement became general. Eighty-nine solid shots and 33 shells were fired from three of the guns of my battery bearing on the enemy. I ceased firing at about 11 o'clock. No shots were fired at this battery. The monitor succeeded in getting off at high water, apparently not injured.

Very respectfully, your obedient servant,

C. H. RIVERS,
Captain, Commanding Battery.

Lieutenant EDGERTON,
Acting Assistant Adjutant-General.

Report of Captain Lee, C. S. Army.

ENGINEER'S OFFICE,
Sullivan's Island, November 16, 1863.

MAJOR: To-day Fort Moultrie and Battery Rutledge opened fire, and continued it from 7 a. m. to 11 a. m., on four monitors, about 1 mile distant. One monitor, being aground, did not reply to our fire. Fifty shots were fired at our batteries from the boats, 20 of which struck Fort Moultrie and 1 the east mortar battery. A shot struck the muzzle of the 32-pounder rifled gun west of the flagstaff on Moultrie, carrying away 10 inches of it and throwing the gun in a vertical position on its breech. The escarpment of the front was struck four times, the merlons five times, and 1 shot struck the magazine. All damage done was repaired in one hour by 20 hands. A XV-inch shell entered the large traverse on east salient and exploded, making a crater 9 feet by 4 feet. It should be remarked that this shell entered 3 feet below the top surface of the traverse. The shot that struck the magazine did no damage whatever. Up to this time I have been unable to trace the enemy's mortar shells lower than a depth of 4 feet in the sand. When they exploded at a depth of 4 feet, fragments were traced 1½ feet deeper.

Respectfully,

T. B. LEE,
Captain of Engineers.

Major W. H. ECHOLS,
Chief Engineer, State of South Carolina.

Report of Captain Valentine, C. S. Army, commanding Fort Moultrie.

HEADQUARTERS FORT MOULTRIE, *November 16, 1863.*

LIEUTENANT: I have the honor to report that there was discovered about 7 a. m. opposite this post, on the Morris Island side, one of the enemy's monitors aground.* We immediately opened fire on her from this post, seemingly with good effect, as she commenced to signal to the fleet, and very soon brought to her assistance three more monitors,† which immediately opened fire upon us in return. One shell fired from one of them exploded in the sally port, wounding Private Amos Helms, Company C, First South Carolina [Regular] Infantry, lacerated wound of thigh and face; thigh amputated, and since dead; Sergeant Hamilton, Company G, First South Carolina [Regular] Infantry, contusion of the face, slight; Private J. L. Dawson, Company G, First South Carolina [Regular] Infantry, lacerated wound of face and arm, severe; Private Thomas Scott, Company E, First South Carolina [Regular] Infantry, lacerated wound of face, severe.

One 32-pounder rifle was dismounted by a shell from one of the monitors.

We fired in all 189 shots. Our principal fire was directed on the monitor aground.

The enemy fired 73 shots, 52 of which were from the monitors and 21 from the land batteries.

Respectfully, your obedient servant,

J. VALENTINE,
Captain, Commanding Post.

Lieutenant E. C. EDGERTON,
Acting Assistant Adjutant-General.

[Endorsement.]

HEADQUARTERS ARTILLERY,
West End Sullivan's Island, November 16, 1863.

SIR: I have only to add to the foregoing statement that the monitor, after remaining for three or four hours under a slow fire from Fort Moultrie and Battery Rutledge, was at high tide drawn off into deep water by the monitors which had come up to her assistance, not, however, before a considerable amount of stores (supposed to be ordnance stores) had been thrown overboard. The monitor, while aground, was struck a number of times, and must have been somewhat damaged. It became necessary to reply to the fire of the three monitors which came to the assistance of the grounded one in order to prevent the dismounting of our guns.

Very respectfully, your obedient servant,

WILLIAM BUTLER,
Colonel, Commanding.

Captain W. F. NANCE,
Assistant Adjutant-General.

Additional report of Captain Valentine, C. S. Army, commanding Fort Moultrie.

HEADQUARTERS FORT MOULTRIE, *November 17, 1863.*

LIEUTENANT: I have the honor to report that on the morning of the 16th, about 7:15 o'clock, a monitor was discovered to be aground oppo-

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*The *Lehigh*. †The *Montauk*, *Nahant*, and *Passaic*.

site this post. Fire was immediately opened upon her with effect, many shots having been seen to strike. She made no reply, but began to signalize the fleet, when three other monitors came to her assistance, and, taking position about 1,800 or 2,000 yards distant, opened fire from rifled and XV-inch guns, using shot, shell, and grape. The greater portion of our fire was directed at the monitor aground, but owing to her greater distance we were enabled to bestow some attention to each of the others. One hundred and seventy-nine shots were fired, to which the enemy replied with 73, 52 from their monitors and 21 from their land batteries on Morris Island. Five additional shots from land battery were fired at this fort at 5:30 p. m.

The guns at this post were manned by three companies, First South Carolina [Regular] Infantry; Company C, Captain [B. J.] Witherspoon commanding, assisted by Lieutenant [Vincent F.] Martin; Company F, Lieutenant [E. M.] Whaley, commanding, and Company G, Lieutenant [J. C.] Minott, commanding. The guns in the battery manned by Company F could not be brought to bear, and consequently were not engaged.

The conduct of both officers and men under the fire was highly creditable to themselves and satisfactory to me.

But for the dismounting of a 32-pounder rifled gun by the bursting of a XV-inch shell, and the wounding of 4 men by the explosion of another in the sally port, this post would have escaped without casualty of any kind, although repeatedly struck.

I have the honor to add a list of the wounded: Private Amos Helms, Company C, lacerated wound of thigh and face, since died; Sergeant [T.] Hamilton, Company G, contusion of face, slight; Private J. L. Dawson, Company G, lacerated wound of face and arm, severe; Private Thomas Scott, Company E, lacerated wound of face, severe.

Respectfully, your obedient servant,

J. VALENTINE,
Captain, Commanding Post.

Lieutenant E. C. EDGERTON,
Acting Assistant Adjutant-General.

[Endorsement.]

HEADQUARTERS ARTILLERY,
West End Sullivan's Island, November 17, 1863.

Respectfully forwarded. The monitor aground was distant from the fort about 2,300 yards.

WILLIAM BUTLER,
Colonel, Commanding.

Report of Lieutenant-Commander Bacon, U. S. Navy, regarding an attack upon the steamer Ella Morse from the batteries near Secessionville.

U. S. S. COMMODORE MCDONOUGH,
Light-House Inlet, November 18, 1863.

SIR: I respectfully state that the steamer *Ella Morse*, while making her inland trip from Stono, was fired at by the enemy from their batteries near Secessionville, but doing her no damage; the enemy have, however, mounted two heavy rifled guns, and this morning threw their shells much farther than heretofore. The last shell exploded

and the fragments fell about 200 yards astern of this ship. I think it possible for them to reach the inlet with solid shot. When we replied, they immediately ceased firing.

Very respectfully, your obedient servant,

GEORGE BACON,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the use of the term "Confederate authorities."

NAVY DEPARTMENT, *November 18, 1863.*

SIR: I have received your No. 243, containing extract from a letter addressed to Commander Ammen by Lieutenant S. [W.] Preston, Richmond Jail, Columbia, relative to the list of killed and wounded in the naval assault on Fort Sumter.

It is observed in your correspondence with the Department you use the term "Confederate authorities." I would suggest that the term rebel, or insurgent, authorities would be more in accordance with the practice of the service and the principles of those who are seeking to overthrow the Government. The term "Confederate" is an assumption of the rebels, not to be recognized in corresponding with the Department.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blkdg. Squadron, Port Royal, S. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Breese, U. S. Navy, commanding U. S. S. Ottawa, to proceed to blockade duty in St. John's River, Florida.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 19, 1863.

SIR: You will proceed with the *Ottawa* to St. John's, [Florida], and take charge of the blockade in that quarter.

Be vigorous and vigilant in sustaining and encouraging the friends of the Union, and in suppressing those who are clearly inimical to it.

The river is difficult of entrance; therefore, get the pilot from the *Norwich* and buoy the channel before attempting to enter, which must be done in a smooth sea.

On your arrival, direct the *Geranium* to report to me at this place, and send by her to me accurate information of the condition of things:

1st. Is there a Union sentiment prevailing that can be turned to good account?

2d. Are the refugees sincere in their offer to take up arms against the enemy, if I give them the opportunity by sending a suitable force?

3d. What is the strength and position of the enemy?

You will offer every possible encouragement to deserters, refugees, and contrabands.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander S. L. BREESE,
Commanding U. S. Gunboat Ottawa.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Meriam, U. S. Navy, explaining the shortage in vessels and men.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 19, 1863.

SIR: The various papers sent by you under date of the 7th instant, are only just received.

From these I learn that your vessel leaks, the engines are out of order, and you are short of men.

It is notorious that since my taking command the disability of vessels has increased to such an extent as to render the blockade nearly inefficient in some places.

That the expiration of service has almost stripped many vessels of men, and there being no corresponding supply from the North, I was compelled to stop the discharges.

That the breaking down of tugs had almost stopped communication, especially at distant points.

The vessels at St. John's have suffered from this cause, and I took the earliest opportunity of remedying it.

Men to supply deficiencies and provisions have been sent you. The *Hale* was also relieved by the first vessel I could spare, for you must be aware that the bar at St. John's does not permit the passage of the majority of the vessels of this squadron.

I learn also from Captain Cooper that the *Norwich's* engine can drive her 4 or 5 knots, so that you have no reason left to complain, except that the decks leak, and you are troubled with sand flies and mosquitoes.

I now send the *Ottawa*, which will relieve you, at least, of the chief responsibility, and allow you full leisure to stop leaks and repel the sand flies.

He is also instructed in regard to those who are really Union men in the vicinity of St. John's.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Master FRANK B. MERIAM,
Commanding U. S. S. Norwich, St. John's River, Florida.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting through the Department dispatches for the British and French consuls at Charleston, S. C.

No. 256.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 19, 1863.

SIR: I state the following in detail, as it may have some interest for the Department:

The British steamer *Plover* arrived here, and on the 3d instant the commander personally called to ask if he could send in a mail to his consul. I replied that no communication was admissible at this time, for very obvious reasons, which could be of little inconvenience to the British authorities, as there was always a communication from Washington to Richmond for the foreign ministers. The British commander stated that this was now interdicted by the action of the Confederate authorities.

After he left, it occurred to me that some exception might be made to my own rule, which would permit the passage of official communications only. Wherefore, when letters, etc., for our own comrades, who were prisoners, were being sent by a flag of truce, I took occasion to address notes to the British and French consuls (copies annexed), informing them that documents to or from their Governments, or ministers, or admirals in these waters, might pass through the flags of truce.

On the 17th of November, a flag was sent in, but no letters were received, because they were not addressed to General Beauregard. This I directed to be done, and on the 18th, the letters were again sent, addressed as required, but were refused by the officer of the enemy. Those to the British and French consuls, it is proper to suppose, did not escape attention, because the report of Captain DeCamp (copy annexed) states that the officer "carefully examined" the package.

I transmit herewith to the Department, for the French minister, the dispatch and papers received by the French steamer *Tisiphone*, and which were refused by the enemy.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 12, 1863.

SIR: I have learned of late that your consulate can not receive dispatches by way of Richmond and Washington, in consequence of the regulations of the Confederate Government.

Being desirous of avoiding all cause of embarrassment to the official business of your Government, which is consistent with my duty, I have decided to relax the order, excluding all communications by sea to or from Charleston, so far as to pass, by flag of truce, any official communication to you from your Government, or from your minister at Washington, or from the admiral commanding the North American Station. This, however, is not to include communications from any

other persons; is to be enclosed in an envelope only, and to bear externally the seal or signature of one of the above-named authorities.

This document, when delivered to the officer commanding the outer blockade, will be sent in by the first flag of truce that may pass subsequently. Documents from yourself, addressed to your Government, minister at Washington, or admiral, will be received by flag of truce and forwarded. They, too, are only to be enveloped and not put into a sealed bag.

Conformably to the above, I herewith transmit, by flag of truce, a dispatch which should have been countersigned outside.

I am, most respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

The FRENCH CONSUL AT CHARLESTON.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 10, 1863.

SIR: I have learned of late that your consulate can not receive dispatches by way of Richmond and Washington, in consequence of the regulations of the Confederate Government.

Being desirous of avoiding all cause of embarrassment to the official business of your Government, which is consistent with my duty, I have decided to relax the order, excluding all communications by sea to or from Charleston, so far as to pass, by flag of truce, any official communication to you from your Government, or from your minister at Washington, or from the admiral commanding the North American Station.

This, however, is not to include communications from any other persons; is to be enclosed in an envelope only, and to bear externally the seal or signature of one of the above-named authorities. This document, when delivered to the officer commanding the outer blockade, will be sent in by the first flag of truce that may pass subsequently.

Documents from yourself, addressed to your Government, minister at Washington, or admiral, will be received by flag of truce and forwarded. They, too, are only to be enveloped, and not put into a sealed bag.

I am, most respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

HER BRITANNIC MAJESTY'S CONSUL,
Charleston

U. S. STEAM FRIGATE WABASH,
Off Charleston Bar, November 18, 1863.

SIR: In obedience to your order of the 17th instant, I have the honor to report that to-day I sent a flag-of-truce boat under charge of Ensign H. T. French, of this ship, with the dispatches, papers, and letters intended for the British and French consuls at Charleston and

others. The boat approached to about 2 miles of the Breach Inlet battery, where it was met by a Confederate boat, in charge of an officer wearing the uniform of a major-general of the Confederate Army. After he had carefully examined the package in charge of Mr. French, he returned it, and stated that it could not be received. The package was directed as follows, viz: "General G. T. P. Beauregard, Commanding Confederate Forces in South Carolina, Georgia, and Florida."

I am, sir, very respectfully, your obedient servant,

JOHN DE CAMP,
Captain.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blkdg. Squadron, off Morris Island.

Order of Commander Balch, U. S. Navy, to Lieutenant-Commander Meade, U. S. Navy, commanding U. S. S. Marblehead, to proceed to Legaréville for cooperation with an army force in an attack upon Confederate pickets.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, November 20, 1863.

SIR: General Schimmelfennig intends sending a party of soldiers to Legaréville by way of the creek above the piles. The design is to capture the rebel pickets.

The boats will be up there about 7 o'clock in the morning, and I wish you to anchor off the wharf at Legaréville at 6:30 a. m., for the purpose of giving protection to the troops, and in event of an attack you will send boats to assist in getting off the troops, should they be outnumbered and a retreat be deemed necessary. Lieutenant [N. M.] Edwards, of the Engineers, will proceed in the morning with a suitable force to drive the piles, and I wish you, in addition to the above duty, to give him and his command adequate protection whilst he is engaged in piling the Stono. Unless you discover the enemy in some force, I prefer that you should not fire, and I desire to be informed of everything tending to show active movements of the rebels.

I wish you would give every assistance in your power to Lieutenant Edwards in his work.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Lieutenant-Commander R. W. MEADE, Jr.,
U. S. S Marblehead.

Report of Lieutenant-Commander Cornwell, U. S. Navy, commanding U. S. S. Nahant, regarding observations made while on picket duty.

U. S. IRONCLAD NAHANT,
Off Morris Island, November 20, 1863.

SIR: During the day's picket duty the enemy was observed repairing the damage on Fort Moultrie, caused by the fire of the monitors on

the 16th. There were at least two of the sand-bag breastworks knocked down and others partly so. A portion of the Moultrie House has been torn down and the timber carried in the direction of Fort Moultrie. I noticed three bombproofs in the course of construction behind the fort. At present they seem like log houses. I observed the last two times that I have been on picket a strange steamer inside of the harbor. The tops of her smokestack just appear above Fort Johnson. The obstruction buoys were counted by several officers, each making the number forty-one, which I think is about correct. The buoys, from some cause, are much more distinct than formerly. I sometimes think they have drifted farther down the channel. The appearance of Fort Sumter is changing slowly, the eastern face being lower than it was a few days ago, but not yet, in my opinion, low enough to climb over without ladders. Last night, in obedience to your order, when the musketry began from Sumter, and Moultrie opened fire, I judged an assault was being made by the army and opened a deliberate fire on Sullivan's Island with the XI-inch gun. After we had fired six rounds the enemy's fire ceased. I heard the garrison at Fort Sumter cheering loudly. About an hour afterwards many pieces of timber came drifting down, the tide having just began to ebb. I caught and examined several pieces, but could not tell what they had been used for, except one piece, which was a portion of a short ladder or step.

I am, very respectfully, your obedient servant,

JOHN J. CORNWELL,
Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Morris Island.

Abstract log of the U. S. S. Nahant.

November 20, 1863.—From midnight to 4: At 3 heard musketry firing at Sumter. Got underway, fired 1 XV-inch and 4 XI-inch shell at Fort Moultrie.

November 25.—From meridian to 4: At 2 got underway and passing the *Ironsides* anchored near the *Montauk*. Fired 2 shells from XI-inch gun. At 5:30 steamed down to the lower buoy.

Abstract log of the U. S. S. Lehigh.

November 20, 1863.—At 2:50 a. m. heavy firing of musketry around Sumter; supposed to be attack of Federals on Sumter. Continued about one-half hour. Firing from Johnson and Moultrie. At 3 called all hands to quarters, hove up anchor, and proceeded up the channel; opened fire upon Moultrie; threw 4 XV-inch shell. From 4 to 8 a. m.: Ship lying off and on and firing at intervals at Fort Moultrie. At 5:30 a. m. ceased firing and came to anchor. From 8 to meridian: Rebels demolishing Moultrie House. Bee and adjacent batteries trying range on Sumter.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the completion of the ironclads under construction.

NAVY DEPARTMENT, *November 21, 1863.*

SIR: Your dispatch No. 254 has been received.

The Department is making every effort to hasten the completion of the ironclads now building, and regrets to state that the recent strike among the mechanics has caused a partial suspension of the work, and will create still further delay.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, Port Royal.

Report of Captain Rowan, U. S. Navy, regarding the services of the crew of the U. S. S. New Ironsides.

U. S. S. NEW IRONSIDES,
Off Morris Island, November 22, 1863.

SIR: I forward herewith a petition, signed by the petty officers of this ship, respectfully praying that they may be placed on the same pay as other ironclads while serving off Charleston. The reasons assigned by the petitioners need no explanation on my part, with the exception of the men being "deprived of their hammocks, and the leaky condition of the ship."

Since the night we were struck by the torpedo we have found it necessary, for the safety of the ship, to go to "general quarters at 8 o'clock at night and permit the men to sleep on the deck at their guns;" the gun deck being too low and too much lumbered by the gun slides to permit the hammocks to be hung up and have the ship ready for action in anything like a reasonable time.

The leaky condition of the ship is owing to the hard service through which she has passed, and can not be remedied until the ship goes home for repairs, which are absolutely necessary, but which have not been reported because we consider it better to suffer every discomfort than to withdraw the ship hence before the work is done.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Balch, U. S. Navy, regarding cooperation of the U. S. steamers Marblehead and Pawnee in the protection of troops at Legaréville.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, November 24, 1863.

ADMIRAL: I have the honor to report that the piling of the Stono, above Legaréville, commenced this evening. A detachment of troops

landed yesterday morning in Legaréville, and the *Marblehead*, at the request of General Schimmelfennig, anchored off that town for the purpose of giving protection, not only to the troops, but to the force on the pile driver. After dark I dropped up in the *Pawnee* and took position off Legaréville, and have made such a disposition as I believe will give ample protection to the forces up here. But I beg leave to state that, having the two vessels up the Stono, leaves the transports in Stono Inlet exposed to attacks by boats by way of Kiawah River. This I shall endeavor to guard against by a picket boat; but I have thought if you could spare me a tug whilst engaged in piling the river, I should find her a great aid in our operations.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding additions and repairs to the U. S. S. New Ironsides.

NAVY DEPARTMENT, *November 24, 1863.*

SIR: Messrs. Merrick & Son state that the pilot house for the *New Ironsides*, being composed of detached pieces, can be placed on board of her where she now is; also the steering apparatus. But if you can spare her for twenty days, and will send her to Philadelphia, these additions, as well as any necessary repairs, can be put upon her there. If you can not spare her, so inform the Department, and they will be sent down to her.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the use of the term "Confederate Government."

NAVY DEPARTMENT, *November 25, 1863.*

SIR: I have received your No. 256, and enclosures, in reference to sending letters by flag of truce.

In acknowledging the receipt of your dispatch and accompanying correspondence, the Department desires to say that it is not necessary in your official or, indeed, any communications with foreign officers or others to recognize or speak of the rebels as "Confederates." In your letter of the 12th instant, to the French consul, it would have been better to have spoken of the regulations of the "insurgents," than of the "Confederate Government."

In these remarks it is not intended to intimate that in the necessary intercourse with the rebels there should be any want of personal cour-

tesy, or any refusal to recognize their assumption of titles in necessary official intercourse.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Bradford, U. S. Navy.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 26, 1863.

SIR: You are hereby detached temporarily from the command of the *Nipsic*, and will report to me for duty as fleet captain.

Respectfully, your obedient servant,

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Lieutenant-Commander J. M. BRADFORD,
Commanding U. S. S. Nipsic.

Letter from Major-General Gillmore, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, proposing to stop the bombardment of Fort Sumter.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Folly Island, South Carolina, November 26, 1863.

ADMIRAL: The slow bombardment of Sumter requires considerable ammunition, and I propose to stop it, or at least greatly diminish it, unless you think there is great advantage in keeping it up. The only object for the last two weeks has been to prevent the enemy doing any work inside while you are getting ready with your old monitors and awaiting the arrival of new ones.

Very respectfully, your obedient servant,

Q. A. GILLMORE,
Major-General, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Commander Reynolds, U. S. Navy, giving information obtained from deserters regarding the condition of Confederate ironclads at Savannah

U. S. SHIP VERMONT,
Port Royal Harbor, November 27, 1863.

SIR: I have examined four deserters from Savannah, who came away from the rebel ram *Savannah*, and delivered themselves up at Fort Pulaski, bringing along with them a master's mate as a prisoner, in reference to the condition of that and other ironclads at Savannah.

The present commander of the *Savannah* is Robert Pinkney. She has 4 guns and less than 100 men (2 7-inch and 2 6-inch), but few seamen among them, most or all of whom would leave if they could; mostly foreigners, who have been in the rebel Army and have been transferred to the Navy in exchange for conscripts, at the rate of about three conscripts for one sailor. The *Savannah's* draft is differently estimated at from 9 to 12 feet; most likely the latter. The crew of the *Savannah* do not live aboard; they can't; sometimes the half of them are on board.

All these four men say that the *Savannah* will not come out to attack the monitor; that since the *Atlanta* was captured, they hear no more talk about coming out; before she was captured they heard much. The *Savannah* has a torpedo on her bow; she is not coppered.

Neither of the other two rams building have any iron plating on them. There is no iron in Savannah (plates); this was expected from east Tennessee or northern Georgia, and it was said in Savannah that Rosecrans' operations would prevent them from getting it. From 3,000 to 5,000 soldiers about Savannah. All these men have been aboard the *Savannah* since June last.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding a signal officer for the U. S. ship Vermont.

NAVY DEPARTMENT, *November 27, 1863.*

SIR: The Secretary of War informs me that he has directed the officer in charge of the Signal Corps to replace the signal officer on the *Vermont* at Port Royal.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Letter from Commander Reynolds, U. S. Navy, to Captain DeCamp, U. S. Navy, regarding operations in Skull Creek.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., November 28, 1863.

SIR: Yesterday I received a request from Lieutenant-Colonel Barton, Forty-eighth New York Volunteers, commanding at Hilton Head, to send a couple of light-draft gunboats into Skull Creek to aid him in an attack which he intended to make to-day upon a battery now being constructed by the rebels near Chimney Point, from which locality his pickets at Hilton Head Island have been fired on.

I have sent the *Chippewa* into Skull Creek this morning with orders to render such aid to the army boats as may be in his power, and I beg leave to inform you thereof that you may be aware of what is going on in this vicinity. I will report to you the result as soon as I hear from the *Chippewa*.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Senior Officer Present.

Captain JOHN DECAMP,
Commanding U. S. S. Wabash.

Report of Lieutenant-Commander Harris, U. S. Navy, regarding a combined expedition in Skull Creek.

U. S. S. CHIPPEWA,
Port Royal, S. C., November 28, 1863.

SIR: In compliance with your instructions I got underway at 6:20 a. m. and proceeded up Skull Creek as far as Fort Mitchel, at which place I anchored. At 8:45 I again got underway, and in company with the army transport steamer *Monohassett*, with a detachment of 100 men from the Forty-eighth New York, under the command of Colonel Barton, and armed transport steamer *Mayflower*, steamed through Skull Creek in the direction of Calibogue River [Sound]. On reaching Pinckney Point [Island] I opened fire with canister for the purpose of clearing the woods, there being at that locality a dense clump of palmetto trees, from which the enemy's sharpshooters have been constantly annoying the army transports, and, from the tortuous channel, I was obliged to run within pistol range. As soon as I passed Pinckney Point and discovered the rebel station at Buckingham Ferry, at once opened fire upon the enemy at a distance of 1,500 yards, being unable to approach closer, having at that distance but 12 feet of water. For some forty minutes kept up a rapid fire without eliciting any response; this was a matter of some surprise, for I had been informed by Colonel Barton that the enemy were erecting earthworks and had already guns in position. At 10:30 ceased firing, the troops being ready to land, which they did without opposition. Although the enemy were protected by rifle pits, they fled without firing a gun.

The object of the expedition was fully accomplished, and the reconnoissance was complete. At 12, the troops reembarked, having failed to discover any earthworks, or any signs that indicated that such an object was in contemplation. At 12:15 got underway on my return to this anchorage.

In concluding this report, I can not forbear expressing my great satisfaction at the result of the firing from the XI-inch Dahlgren; the accuracy and precision with which the shells were planted were all that I could wish; the practice was perfect. From my experience off Charleston, and of to-day, I am of the opinion that the Schenkle shell as a projectile from the 30-pounder Dahlgren rifle ought to be discarded; although I followed out the instructions from the Bureau of Ordnance, which recommended greasing the base of the projectile, the same results followed—they invariably tumbled and fell short. The

firing from the 20-pounder Parrott, with time fuzes, was also very unsatisfactory.

Very respectfully, your obedient servant,

T. C. HARRIS,
Lieutenant-Commander.

Commander WM. REYNOLDS,
Senior Officer, Port Royal, U. S. S. Vermont.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting communication from Mr. Maillefert, submitting a plan of operations against the obstructions in Charleston Harbor.

No. 276.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 28, 1863.

SIR: I enclose herewith a communication from Mr. Maillefert, in regard to the removal of obstructions in the harbor of Charleston.

When I addressed Mr. Maillefert on the subject, some two months ago, I had not had the opportunity of ascertaining the nature and locality of the obstructions placed in the harbor, as I have done since. Nor had I had the time to consider how they should be avoided or removed, as I have since. Still, there remains an impediment which may or may not be of importance, and it is certainly judicious to take the fullest measures for rendering it harmless. I allude to the submerged deposits of powder, whether fixed or floating.

Mr. Maillefert believes that he can nullify these, and I look upon even a probability of the kind as worthy of consideration.

Some expense must be necessarily incurred for the purpose, and I therefore refer him to the Navy Department, recommended at least by my favorable impression.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

MORRIS ISLAND, *November 27, 1863.*

SIR: I beg to submit for your consideration the following plan of operation against the various obstructions known to be in the channel between Fort Sumter and the city of Charleston:

After a careful investigation of the position and nature [of the] obstructions, I have no hesitation to say that they can be effectually destroyed by the combination of blasting and dragging.

Thus, by dropping series of submarine charges of gunpowder, say 150 altogether, abreast of the lower buoy, and this at young flood tide, and in such a manner that they shall explode at various depths, from 10 to 15 feet below the surface. Each of these charges will be provided with a clockwork arrangement, which shall determine the exact time of firing; they are to contain 110 to 125 pounds of gunpowder, each; they are also to be provided with grapnels, so as to suspend

themselves to anything that they may come in contact with. The cost of each charge or torpedo complete, but without the powder, will not be over $35, and can be got ready for use in about three weeks.

All these charges should be fired during the early part of one single tide, so as to allow sufficient time to let go behind them about one dozen large grapnels, which shall drag on the bottom, these being propelled forward by the force of the current acting upon large wooden aprons attached to them. These drags will also be provided with a time torpedo, as above described, placed immediately over the grapnel, where it will remain, say, two hours without exploding, thereby giving sufficient time for the drag to arrive at its destination, when it will be destroyed, and should the grapnel meet with galvanic wires, or other impediment, it will remain fixed there until the charge explode, destroying both drag and obstacle.

In conclusion, I respectfully submit that, should this plan meet with approbation, the New York Submarine Engineering Company, which I represent, will be prepared to carry it out accordingly, on reasonable terms, which may be hereafter agreed upon.

I have the honor to be, sir, your most obedient servant,

B. MAILLEFERT,
Engineer N. Y. Submarine Engr. Co., 108 Wall Street, N. Y.

Rear-Admiral DAHLGREN,
Commanding South Atlantic Squadron.

Abstract log of the U. S. S. Flambeau, Acting Volunteer Lieutenant Cavendy, U. S. Navy, commanding.

November 28, 1863.—At anchor off Fernandina, Fla. At 7:30 Mr. Stickney, Government agent, came on board and reported to the commanding officer that the schooner *John Gilpin*, which vessel was then preparing to get underway, had on board several bales of jessamine root and about 50 hides, for transportation to New York, without his permit. This being in direct violation to laws of a blockaded port, a boat, with an officer, was immediately sent to ascertain if the report was true. At 8:30 a. m., when the boat was about halfway to the schooner, she got underway and stood out toward the bay. At 8:50 fired a blank cartridge from port howitzer to heave her to, which was disregarded. At 9 boat went out of sight still in pursuit of the schooner. At 10 schooner returned and came to anchor near us. Mr. Cottrell, the officer in charge of the boat, makes the following report:

After chasing the schooner past the fort and finding her gaining on me, I landed and requested Colonel Guss, commanding Fort Clinch, to heave her to with his guns; which request was readily complied with, and not until after the third shot had been fired did she turn back. On searching the vessel, 6 bales of jessamine root and between 50 and 60 hides were found in the hold. As the captain could show no permit from the Government agent to take those articles on board, I seized the vessel as a prize and ordered the captain to anchor near this ship.

Report of Commander Colhoun, U. S. Navy, commanding U. S. S. Weehawken, giving result of observations made while on picket duty.

U. S. IRONCLAD-STEAMER WEEHAWKEN,
Off Morris Island, November 29, 1863.

SIR: The officers and men were saved from the boat which capsized, but the dispatches were lost. The mail for the *Rattler* was saved.

Yesterday, whilst on picket duty, I observed a large working party, apparently making an addition to Fort Beauregard, on the side toward Moultrie. I fired several ricochet shell among them, which caused them to suspend operations. I also fired twenty shell at Sumter, making some very good shots. Five struck the northeast face, exploding upon striking. The Moultrie House has been removed, leaving nothing but the chimney standing. I counted forty-three buoys on the obstructions. No further changes to report.

I am very sorry to report that the fresh-water condenser was lost in the boat that capsized. The one we now have is worn out.

Very respectfully, your obedient servant,

EDMUND R. COLHOUN,
Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Rowan, U. S. Navy, regarding condition of the U. S. S. New Ironsides.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 29, 1863.

SIR: Please inform me if the *New Ironsides* leaks more than can be conveniently disposed of by the means at disposal.

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain S. C. ROWAN,
Commanding U. S. Frigate New Ironsides.

Report of Captain Rowan, U. S. Navy, regarding time required for repairs to the U. S. S. New Ironsides.

U. S. S. NEW IRONSIDES,
Off Morris Island, November 29, 1863.

SIR: Your order to "inform me if the *New Ironsides* leaks more than can conveniently be disposed of by the means at disposal" is received.

I do not know the means at your disposal, but am of the opinion that it will take three weeks to do the work named in the carpenter's report, which is herewith enclosed.

Where shot have struck the spar deck carlines or beams have been broken and the planking sprung off from the iron plating underneath, notwithstanding the protection of the sand bags.

I send a requisition for 3,000 sand bags, to be furnished from Philadelphia by the *Massachusetts*, in case you decide to send this ship to Port Royal to be calked.

Very respectfully,

S. C. ROWAN,
Captain, Commanding.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

Substance of report referred to in preceding letter:

The spar deck, gun and berth decks leak so badly that it is necessary to calk them fore and aft.

The sand bags on the spar deck will have to be removed and the deck permitted to dry before calking.

It will be necessary, in my opinion, for the ship to go to Port Royal to obtain the large force of workmen required and where there are greater facilities for doing the work.

BISHOP,
Carpenter.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding general matters.

No. 280.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 30, 1863.

SIR: A slow bombardment of Sumter is still maintained by our batteries on Morris Island, which necessarily prevents the garrison from working openly. On the night of the 19th–20th, a reconnoissance in force was made by the troops from Cumming's Point. The rebels were too vigilant, however, and opened a fire of musketry. They continue to labor at their batteries on Sullivan's Island, chiefly to the eastward of Fort Moultrie, which is not likely to increase materially the power of annoying our vessels as they pass in; this properly belongs to the batteries west of Moultrie.

So far as regards the work to be done, I think my information sufficient to operate with, except so far as the submerged mines are concerned; this is the unknown element—one that is no doubt very uncertain, but is not to be disregarded, as the Department will perceive from the report on the *Ironsides*, forwarded this mail.

According to the information contained in the dispatch of the Department, dated November 2, I may expect the four new monitors to reach here in ten days; when they do arrive, I wish to enter the harbor immediately, and I have no doubt the Department will find that the result of attack in force will produce more satisfactory results than if made with few vessels.

The *Patapsco* and *Catskill* are not yet finished, but soon will be; the *Lehigh* has gone down to Port Royal to have some damages by shot repaired, the bottom cleaned, and a new 8-inch rifle, the present

one having been expended on Sumter. It is not yet reported whether the leak that occurred lately was caused by a shot or not.

I can not venture to speak positively of the exact service rendered by the divers, but my impressions are very favorable to the utility of their operation, and some arrangement should be made whereby their services may be secured when needed, for the sides of the monitors only can be cleaned by beaching, not the bottom itself.

Among other items, it may be mentioned that a few cases of varioloid appeared in the tug *Oleander*. I caused this vessel to be promptly quarantined and put under the instructions of the fleet surgeon. No new case has occurred in the *Oleander*, and after the lapse of a sufficient time she has just been restored to duty by the recommendation of the fleet surgeon.

It has been reported to me that some indications of Union sentiment still existed in the vicinity of St. John's, and I have directed the commander of the *Ottawa* to ascertain and inform me whether there was a Union sentiment prevailing that could be turned to account, and whether the refugees were willing to take up arms against the rebels if I gave them the opportunity.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

P. S.—I have just learned that the rebels had been engaged in attempting to construct a battery at Chimney Point, on Skull Creek. Some troops, with the *Chippewa*, were sent there on the 28th, and returned after effecting their object.

J. A. D.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, prohibiting communication with Charleston.

NAVY DEPARTMENT, *November 30, 1863.*

SIR: Referring to your No. 256, dated the 19th instant, the Department instructs you not to allow, hereafter, any communication whatever, by neutrals or others, with Charleston, or any portion of the insurrectionary region through that port, whilst military operations against it are pending.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Distribution of vessels of the South Atlantic Blockading Squadron, December 1, 1863.

Vessels.	Station.	Remarks.
Perry	Murrell's Inlet	
Mahaska	Georgetown	
Blunt	Bull's Bay	
Canandaigua	Charleston	Outside the bar.
Wabash	do	Do.
Housatonic	do	Do.
Sonoma	do	Do.
Sanford	do	Do.
Ward	do	Do.
Hope	do	Do.
New Ironsides	do	Inside the bar.
Weehawken	do	Do.
Passaic	do	Do.
Montauk	do	Do.
Nahant	do	Do.
Philadelphia	do	Do.
Home	do	Do.
Racer	do	Do.
Oleander	do	Do.
Iris	do	Do.
Jonquil	do	Do.
Dandelion	do	Do.
Supply	do	Do.
Nipsic	do	Do.
Daffodil	do	Do.
McDonough	Light-House Inlet	
Pawnee	Stono	
Marblehead	do	
Williams	do	
Dai Ching	North Edisto	
Kingfisher	St. Helena	
Wild Cat	do	
Chippewa	Port Royal	
Mohawk	do	
Vermont	do	
Adams	do	
Houghton	do	
Ironsides	do	
Valparaiso	do	
O. M. Pettit	do	
Larkspur	do	
Rescue	do	
Unadilla	Tybee Island	
Catskill	Wassaw Sound	
Wissahickon	do	
Water Witch	Ossabaw	
Allen	do	
Fernandina	St. Catherine's	
Lodona	Sapelo	
Huron	Doboy	
Smith	Altamaha	
Paul Jones, jr	do	
Midnight	Hampton River, Ga	
Memphis	St. Simon's	
South Carolina	St. Andrew's	
Flambeau	Fernandina	
Para	do	
Paul Jones	Nassau Sound	
Ottawa	St. John's	
Norwich	do	
	Mosquito [Inlet]	
Patapsco	Port Royal	Repairing.
Nantucket	do	Do.
Lehigh	do	Do.
Cimarron	do	Do.
Seneca	do	Do.
Stettin	do	Do.
Braziliera	do	Do.
Hale	do	Do.
Norfolk Packet	do	Do.
Carnation	do	Do.
Columbine	do	Do.
Potomska	do	Do.
Geranium	do	Do.
Conemaugh		North for repairs.
Wamsutta		Do.
Madgie		Do.
Flag		Do.
Powhatan		Sent north on service and not yet returned.
Dinsmore		Do.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report of the assistant inspector of ironclads, regarding the condition of those under repair.

No. 283.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 1, 1863.

SIR: I enclose herewith the report of the superintendent of repairs on monitors at Port Royal, which has just been received.

The Department will perceive that the work on them is nearly completed, except the *Nantucket*.

Last evening came the first rumor of General Grant's success, but I have no authentic information.

The army to-day has been saluting, and I shall follow the example.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

STEAMER RELIEF,
Port Royal, S. C., November 29, 1863.

SIR: I have the honor to report the condition of the following monitors, viz, *Catskill*, *Patapsco*, and *Lehigh*.

In my report of the 22d instant I informed you that the *Catskill* came off the beach that morning, and I expected she would leave here in a few days.

This vessel went on the beach again that same evening and remained there until the morning of the 28th instant, getting off at 10 o'clock. In trying to get the vessel off on the morning of the 27th they carried away the anchor gear, breaking one tooth in each of the pinion wheels and bending the shaft. It will take three days to repair. On the morning of the 28th instant one of the towboats struck the plating on the bow and started the fastenings, breaking some of the blunt boltheads off. To fasten this plating properly it will take about three days. I will have all the damages to this vessel repaired by Thursday morning, December 3.

The *Patapsco* has not yet got off the beach. The captain expects to get her off this morning at high tide.

The *Lehigh* arrived here on Monday, 23d instant. She has not yet been beached. This vessel has received the following damages: Eleven shots on deck, six of which have broken the deck plank through; the remainder struck on the deck beams.

Sixteen shots on turret, seven of them pretty hard, making an indentation of about 2 inches deep and breaking twenty-two bolts. One shot on turret roof cutting a piece off the composition ring and breaking one of the plates, and bending two of the T-iron bars.

Two shots on pilot house making an indentation of about 2 inches, doing no injury.

One side of the smoke box carried away.

Armature has received fourteen shots; one of them injured the bow very much, starting nearly all the fastenings and opening the plating 4 inches.

The hull has received one shot about 12 inches from the overhang, bending the plating in, and opening the seams so as to make considerable of a leak.

The following will be the material required to repair this vessel:

Deck.—Two full plates and 27 parts of plates; 12 pieces of deck plank.

Turret.—Twenty-two bolts and 1 new plate for roof; T-iron bars straightened; side of smoke box straightened and refastened, and 1 new wrought-iron strap made.

Armature.—Four light iron patches where the shots have penetrated the five thicknesses of plates; bow refastened and plating straightened if possible.

Hull.—One patch of five-eighths iron on the outside where the shot struck anchor gear overhauled.

I expect to have this vessel finished on the 8th of December.

The captain of the *Lehigh* wants extra plating of 1 inch thick over the boilers, engine room, magazine, and shell room.

There is not any inch plates at this place. I expect, if there was any extra plating to go on this vessel, it would have been put on when at New York.

Very respectfully,

PATRICK HUGHES,
Assistant Inspector.

J. A. DAHLGREN,
Rear-Admiral, South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the disposition of the U. S. steamers Potomska and Mohawk.

NAVY DEPARTMENT, *December 3, 1863.*

SIR: Your letter of the 27th ultimo, addressed to the Bureau of Construction, relative to the impaired condition of the boilers of the *Potomska* and *Mohawk*, has been submitted to the Department.

The two steamers can be retained on the station until spring (when they can be towed north with safety) and used as sailing vessels, transferring their engineers, firemen, and coal heavers, excepting a sufficient number to take care of the engines and machinery, to other vessels.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. S. Atlantic Blockading Squadron, Port Royal, S. C.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding delayed repairs to vessels owing to a strike.

NAVY DEPARTMENT, *December 3, 1863.*

SIR: The Department regrets to state that, in consequence of the strike among the mechanics, the *Onondaga*, *Tecumseh*, and *Canonicus* do not promise to be ready for sea until the 1st of next month.

Very respectfully, etc,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report regarding condition of affairs in St. John's River, Florida.

No. 284.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 3, 1863.

SIR: In my last (No. 280) I informed the Department that I had it in view to assist the Union feeling about St. John's, Florida, if there was sufficient to assist, and sent a gunboat there with instructions to enquire.

It will be seen from the enclosed report that present appearances do not seem to justify my drawing off a force from other operations.

I shall not lose sight of the object, however.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. GUNBOAT OTTAWA,
St. John's River, Florida, November 27, 1863.

SIR: I have the honor to report my arrival at this station yesterday morning, having been detained by northeast gales.

In reply to your several queries, contained in letter of instructions, I have to state:

Firstly. In my opinion there is no "Union sentiment prevailing here that can be turned to good account." I have told the refugees here to promulgate through the country and rebel camps in this vicinity that if they would take up arms against the rebels they would be supplied with them.

In a few days I will be able to give you more positive information in regard to the extent of Union sentiment, if any, amongst them.

Secondly. From what I can learn by conversing with the refugees now here, they wish to be neutral, but are willing to take up arms against the enemy provided they are not taken from their homes and are protected by gunboats; therefore, I do not think them sincere.

Thirdly. The enemy, so far as I can ascertain, are about 1,000 strong, posted on the railroad leading out of Jacksonville, and have pickets along the river. This morning the *Ottawa*, followed by the *Norwich*, proceeded from the mouth of the river to a point beyond Jacksonville, the *Geranium* remaining at Mayport Mills to prevent an attempt to violate the blockade. I communicated at several points along the shore and also with the family of Judge Burritt, at Jacksonville, but could gain no information other than already stated. I was unmolested in going and returning. Jacksonville was deserted, save by women, children, and negroes.

A battery having been reported to me as in process of construction a short distance above the town, I examined the place but discovered no trace of any.

The steamer *St. Mary's*, loaded with cotton, with intent to run the blockade, made her appearance at Jacksonville some days before my arrival. She has since returned to Black Creek, and is said to have abandoned the idea of getting to sea by way of St. John's, and I know

of no other route by which she can go. In compliance with your order I have despatched the *Geranium* to Charleston with this communication.

I am, sir, very respectfully, your obedient servant,

S. L. BREESE,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Garfield, U. S. Navy, to assume command of the U. S. bark Midnight.

DECEMBER 3, 1863.

SIR: You are hereby detached from the command of the U. S. S. *Home* and will report to Commander W. Reynolds, senior officer present at Port Royal, for the command of the U. S. bark *Midnight.*

Respectfully, etc.,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Master W. H. GARFIELD,
Commanding U. S. S. Home.

Order of Rear-Admiral Dahlgren, U. S. Navy, regarding picket duty.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 3, 1863.

Picket duty is to be performed by four monitors, two for each night, one of which is to be well advanced up the harbor, in a position suitable for preventing the entrance or departure of any vessel attempting to pass in or out of Charleston Harbor, and for observing Sumter and Moultrie, or movements in and about them, taking care at the same time not to get aground, and also to change the position when the weather appears to render it unsafe. The second monitor is to keep within proper supporting distance of the first, so as to render aid if needed.

Two tugs will be on duty each night to patrol the waters in the vicinity of the monitors, going as far from them toward the rebel positions as may be safe. Their movements will be regulated by the picket commanders of the monitors.

As many armed boats as can be conveniently furnished by the wooden vessels present will report every evening before sunset at the flagship. At least two of them are to be armed with howitzers, the remainder with rifles, revolvers, bowie knives, etc. The boats should have muffled oars and be prepared to stop shot holes, etc. One-half of these will take post with the monitors on picket; the other half will remain for relief on board of vessels (*South Carolina, Racer*, etc.) anchored conveniently for the purpose, where fire and suitable quarters for sleeping will be provided. Hot coffee is also to be served to the boats' crews going to and returning from guard.

The boats on picket will be relieved at regular intervals through the night. Extreme vigilance is to be used when the water is smooth, but

when there is much sea, or the weather is very inclement, the discretion of the commanders of the picket monitors is to be used as to the time which the boats shall row guard, and when alongside the monitors the boats' crews may be permitted to take shelter on deck from the weather.

Hot coffee will also be served to them as the commanders on picket may direct, and a ration of tobacco served out for chewing or smoking, the latter being permitted in the boats unless there is reason to the contrary.

The commanders of vessels that furnish the boats will cause their crews to be changed daily.

The boats should not be seen by the rebels when going to or leaving their station in advance. This should be done when it is dark.

Proper signals are to be established to prevent the boats being fired at by our own vessels or by each other.

Captain Rowan will take charge of the picket duty, assigning the stations to the monitors, and giving the countersign, which he will transmit in writing to the fleet captain.

Written reports will be made to me daily of incidents worth noticing that may occur the night previous.

Boats will be furnished at present thus: *Canandaigua*, 1; *Wabash*, 2; *Housatonic*, 1; *Nipsic*, 1; *South Carolina*, 2; *Supply*, 1; *Home*, 1. Total, 9.

The general object of the monitors, tugs, and boats on picket is to enforce the blockade rigorously, and to watch and check the movements of the enemy by water whenever it can be done, particularly to detect and destroy the torpedo boats and the picket boats of the rebels.

One or more scout boats will be on duty by night, but they have special instructions and are to act independently even of each other.

The officers of the scout boats will report to me in person, and are forbidden to converse on the subject of their operations.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of the assistant inspector of ironclads, responding to various questions regarding those undergoing repair.

STEAMER RELIEF,
Port Royal, S. C., December 4, 1863.

SIR: I received from Commander William Reynolds a copy of your order dated November 26, desiring a report from me on any of the following questions that come within my knowledge:

1. The effect of the shot on the turret, pilot house, deck, side armor, and working parts, etc.

2. Quantity of excrescence on the bottom, and its nature.

Was the work of the divers efficient on the *Passaic* and *Patapsco?* Could they remove the oyster shells as well as the grass?

Does the beaching allow of the cleaning of all parts of the bottom? If not, are the divers able to complete the parts that are not reached on the beach? Which paint, zinc or lead, is most preventive of fouling?

3. How beached and shored? Does the operation appear to strain the hull or affect its form or fastenings in any way? Is any effect perceptible on the machinery of the engine or turret?

4. What is the condition of the boilers? Had the scaling been injurious? Were the boilers blown as frequently as they should have been? What means can be adopted to give opportunity in service for ascertaining the state of the scale, preventing its formation, and removal?

In answer to the questions, I have the honor to make the following report:

1. The effect of the shot on turret: The shot make an indentation on the iron and break the bolts that fasten the plating together. The greatest indentations that have come to my knowledge was to the depth of 2½ and 2¾ inches. In my opinion, those indentations were made from XI and XIII inch solid shot—most of them from XI-inch. A shot of this kind will generally break from one to five or six bolts. The *Nahant* received a shot that broke twelve bolts. I find that the shot break more bolts in the *Nahant's* turret than in any of the others. I think the reason of this is the bolts are not so good a fit in the *Nahant's* turret as in the others. Some of the monitors' turrets have received seventy and eighty shots. When the bolts break they can be soon replaced. I do not see that the turrets are injured practically.

The effect of shot on pilot house: The shot make an indentation on pilot house almost the same as on turret, but since the extra thickness of 3 inches has been put on the shots do no other injury.

The effect of shot on the deck: If the shot strikes on a beam, it generally cuts away the iron plating and makes an indentation in the beam; and if it strikes between the beams, it generally breaks the deck plank through.

The effect of shot on the armature: The armature has been penetrated to the depth of the five thicknesses of inch plating and some of the shot have lodged where they struck. The shot also bends the plating and starts the fastenings.

I have never known any shot or shell to do any injury to any of the machinery or working parts of the vessel.

You will please observe that the shots I have been referring to I believe to have taken effect when the monitors were fighting the enemy at the shortest range.

The monitors have received shots on all parts that was scarcely perceptible.

2d. Quantity of excrescence on the bottom: The bottom of the monitors is covered with a thick coating of oyster shells and grass. The grass grows to a considerable length; I have a sample here of what came off the bottom of the *Catskill*. It seems to be grass coralized. It resembles strong broom corn, and is 12 inches long. In my opinion, the work of the divers was efficient on the *Passaic* and *Patapsco*. They must have removed the oyster shells off those vessels. The quantity of excrescence on the bottom of the above-named vessels was very different from what was on the *Catskill*.

The beaching does not admit of cleaning all parts of the bottom. There is about 2 feet or 2 feet 6 inches not reached. In my opinion, the divers can clean the part that is not reached as well as they can the other parts of the bottom.

In my opinion, zinc paint is the best to prevent fouling. I do not think that any kind of paint we can put on the bottom of the monitors while on the beach will do a great deal of good. The time being so short from the time the paint is put on, it is covered with water before it gets a sufficient time to dry.

3d. How beached and shored: The monitors are put broadside on the beach without any shoring. When the monitors are properly beached there is no danger whatever of straining any part of the vessel or having any injurious effect on machinery or turret.

The *Catskill* lay on the beach in a very bad position for one tide. She lay stern on, and there was a difference of 8 feet of water between bow and stern.

While she lay in this position some parts of the machinery had to be unfastened, and there was a perceptible alteration on the fire-room floor plates. When she floated the parts went back to their places. The vessel does not appear to have sustained any injury.

The fourth question regarding the boilers comes under the fleet engineer.

Very respectfully,

PATRICK HUGHES,
Assistant Inspector.

J. A. DAHLGREN,
Rear-Admiral, South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Acting Ensign Parker, U. S. Navy, commanding U. S. S. Camelia.

NAVY DEPARTMENT, *December 4, 1863.*

SIR: Proceed carefully with the U. S. steam tug *Camelia* off Charleston, S. C., and report to Rear-Admiral Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Ensign ROBT. W. PARKER, U. S. Navy,
Commanding U. S. Tug Camelia, New York.

Report of Rear-Admiral Dahlgren, U. S. Navy, acknowledging the receipt of consular dispatches.

No. 289.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 5, 1863.

SIR: I have the honor to acknowledge the receipt of extracts from consular dispatches, and believe that the Department may be assured that the chance of entrance or exit from this port is very small.

And I believe that since the inner blockade has been established the blockade has been perfect.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the assignment of the U. S. bark Ethan Allen to duty in Ossabaw Sound.

No. 292.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 5, 1863.

SIR: I beg leave to inform the Department that the U. S. bark *Ethan Allen*, Acting Master I. A. Pennell, commanding, arrived at Port Royal on the 26th ultimo.

She has been ordered to blockade duty at Ossabaw when she can be spared from the blockade here, as the Department will observe by the printed list of vessels and their stations which is sent by this mail.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Capture of a landing party from the U. S. brig Perry at Murrell's Inlet, South Carolina, December 5, 1863, and retaliatory expedition December 29, 1863, to January 1, 1864.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report of Acting Master Gregory, U. S. Navy, commanding U. S. brig Perry.

No. 315.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 17, 1863.

SIR: I enclose herewith a report from Acting Master Gregory, commanding brig *Perry*, from which the Department will perceive that 3 officers and 12 seamen of that vessel were captured by the rebels on December 5.

It appears from the report that this misfortune was owing to disobedience of orders on the part of the officer commanding the boats.

On a previous occasion, when the *Ward* landed a party to search for water and lost 10 out of 19, I sent the *Perry* there expressly in order that the rebels might have a more powerful vessel to deal with and, I hoped, a more experienced officer in command.

These blunders are very annoying, and yet I do not like to discourage enterprise and dash on the part of our officers and men. Better to suffer from the excess than the deficiencies of these qualities.

At the same time, in the present instance, the officer of the boats stands charged with disobedience of orders, and if he were in my power he should surely answer for it.

Enclosed is the printed order which the Department directed in consequence of the *Ward's* losing some men.

I have directed the *Perry* to be relieved by the *Mangham*, and if on the arrival here of the former an enquiry is found to be proper, it will be ordered.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—Since writing the above the *Perry* has arrived here, and from the captain's personal explanation the result seems to me most inexcusable. The alleged disobedience of orders by the officers exonerates the commander of the brig.

Report of Acting Master Gregory, U. S. Navy, commanding U. S. brig Perry.

U. S. BRIG PERRY,
Off Murrell's Inlet, December 15, 1863.

SIR: It becomes my painful duty to report the loss of 3 of my officers and 12 men on the 5th of December under the following circumstances:

A vessel being fitted up for the purpose of running the blockade, and fearing that she might escape in the night and avoid me by hugging the beach in shoal water, I determined to destroy her, if I could. I dispatched two boats for that purpose. After shelling around the schooner, I ordered them to the beach under the cover of our guns; instructed Mr. Arrants, acting ensign, to send one person to see if the way was clear, and if so, to forward one or two more to set fire to her and the rest to remain in the boats to afford a retreat for the two or three on shore; but, to my surprise, he landed all but two of the crew of the first cutter, and in less than three minutes the cavalry rushed down and surrounded them and cut off their retreat. They attacked the boats, but our first shell scattered them, they harming no one in the boats. After some hand-to-hand fighting our men surrendered, there being more than sixty in number of the cavalry. My precious son, a lad of 17 years of age, was among the number captured. I can not conceive how Acting Ensign Arrants made so great a mistake.

Very respectfully, your obedient servant,

SAMUEL B. GREGORY,
Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Morris Island.

The following is a list of the killed, wounded, or prisoners on the expedition of December 5, 1863:

William B. Arrants, acting ensign and sailing master; George Anderson, acting ensign; George W. Burkett, acting assistant paymaster; John P. Reinhardt, coxswain; John Pinkham, coxswain; Conrad Horse, Albert Williamson, James Davis, William Henderson, Michael Lawton, Michael Tobin, Peter Keefe, seamen; Samuel B. Gregory, jr., William McDowell, George A. Brimsmaid, landsmen.

Order.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 14, 1863.

The Navy Department disapproves of officers and men straying from their vessels, with or without permission, resulting in their capture. It is, therefore, expressly forbidden in this squadron, and commanding officers will use such stringent measures to correct this evil as will suppress it.

Respectfully, JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, to assume command of retaliatory expedition into Murrell's Inlet.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 23, 1863.

SIR: I desire to send a suitable force for operation at Murrell's Inlet under your command.

The *Ward* and *Perry* have each lost a boat's crew there, owing somewhat to the want of proper plan on the part of the commanding officers, as well as to carelessness or inexperience of their subordinates.

I desire, then, to administer some corrective to the small parties of rebels who infest that vicinity, and shall detail for that purpose the steamers *Nipsic*, *Sanford*, *Geranium*, and *Daffodil*, also the sailing bark *Allen* and the schooner *Mangham*, 100 marines for landing, and four howitzers, two for the boats, two on field carriages, with such boats as may be needed.

Commander Ammen and Acting Master C. B. Dahlgren will act as aids.

It is desirable that nothing shall be done to attract the attention of the rebels previously to striking the blow, as it is to derive its efficacy from being sudden as well as sharply given.

Nothing must be seen, therefore, of your vessels from the land until the moment for action has come.

It will be a matter for decision at the time whether the attack shall be made early at night or only a little before dawn.

You are to capture as many of the cavalry, said to be there, and other armed rebels as can be reached, destroy the schooner inside the sand spit and such apparatus for making salt or oil as may be accessible.

Take possession of whatever arms and ammunition may be within reach, and afford every facility to the colored people for the enjoyment of the privileges held out by law and the proclamation of the President.

Give shelter to the inhabitants who may entertain Union sentiments.

Allow no injury to be done to defenseless women and children nor to their habitations and necessaries of life.

Let the men who land be kept together; straggling is forbidden. As there is reported to be 7 feet inside at low water, the two small steamers can easily enter with the boats, while the larger vessels will cover with their heavy guns.

I do not contemplate any permanent lodgment at the place, but it may be advisable to have axes, picks, and spades in the boats, and if there is a prospect for detention let the men throw up a slight breastwork of sand across the spit, and post a field piece behind it. Pits for riflemen can also be made.

Let the boats have some common signal rockets to fire toward the cavalry and frighten their horses.

The horsemen are said to harbor in a house on the mainland near the water, and it may be that by entering rapidly at night and surrounding the house many of them will be secured.

The vessels are to be brought in at night whether you find it preferable to operate by day or night.

Let the howitzers use grape or canister mostly.

When you have accomplished as much of the purposes of the expedition as can be attained without undue risk, you will return to the vessels, unless it is advisable to retain temporarily an intrenched post on the sand spit.

I hope the vessels will be able to leave here on Thursday.

The commanders of vessels, etc., who are to be under your command will be directed to report, and you will proceed when ready without further orders.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN,
Comdg. U. S. S. Canandaigua, Senior Officer, off Charleston Bar.

Additional report of Rear-Admiral Dahlgren, U. S. Navy.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 5, 1864.

SIR: Under date of December 17 I informed the Department of the capture of a boat's crew from the *Perry*, and enclosed the report of the commanding officer (Acting Master Gregory).

I also stated that the *Perry* had been relieved by another vessel, as I was not satisfied with the account given by Acting Master Gregory.

There is little more to be learned, however, than what appears from the report already enclosed. Under the circumstances it was a blundering affair, without judgment on the part of the commanding officer, and aggravated by the alleged disobedience of the officer sent ashore in charge of the party.

Captain Gregory never stated to me that any further occurrences took place, but rumor induced me to make further enquiries, and the answers returned are enclosed (E and F).

As regards the alleged murder of one of the *Perry's* boat's crew, it seems to be derived from some contrabands who escaped subsequently from the inlet.

On examination I do not learn that any one of this party witnessed the murder, or saw the man, or had seen any person that had done so, but that a boy had a cap and stockings which were said to have been taken by some one else from our man, and that he told this to a man ashore, who told it to my informant.

If such an outrage has been perpetrated it will be known satisfactorily from some of the boat's crew captured, and suitable measures taken to punish it.

After the *Perry* returned here, and I became acquainted with the principal facts of the mishap to her boat's crew, I directed Captain Green to repair to the inlet with the steamers *Nipsic*, *Sanford*, *Daffodil*, and bark *Allen*. One hundred marines were embarked in these vessels, and additional boats, whose crews swelled the landing force to about 250 men with two boat howitzers.

The vessels left here late on the 29th ultimo, and arrived near the inlet next day in the afternoon, where they were joined by the schooner *Mangham*. That evening the wind began to freshen from northward and eastward, increasing through the night with considerable sea. The next day the weather wore an appearance so unsettled that Captain Green felt compelled to abandon any attempt to disembark. He therefore directed the *Allen* to return to her station off Charleston and the *Mangham* to the inlet as before.

With the three steamers he sought anchorage some 20 miles below, where he made suitable disposition for the launches, and ordered the

Nipsic to return and destroy the schooner, which had been one of the objects of my instructions to Captain Green.

This done, the vessels returned to this station, where they arrived on the 2d January.

In pursuance of orders, Captain Spotts returned to Murrell's Inlet, which he reached on the 1st January and opened fire from the heavy guns of the *Nipsic* to scour the woods and also to destroy the schooner, which proving ineffectual by reason of intervening sand hills, dispositions were made to land. Thirty marines under Lieutenant Fagan were put ashore and deployed as skirmishers across the spit, while a launch with a howitzer took position to enfilade any advance on their front by the rebel cavalry.

Thus covered the seamen landed with a boat howitzer on its field carriage and opened on the schooner in the inlet. At the fifth round she took fire and, with a valuable cargo of turpentine, was soon in one blaze.

The party then returned to the *Nipsic*. It had been placed in charge of the executive officer, Acting Master Churchill, who carried out his orders very creditably. Lieutenant Fagan, of the Marine Corps, Acting Ensigns Gunn and Taylor, and Acting Master's Mates Orcutt and Kitching also performed their parts well.

Previously thirteen contrabands had escaped to the *Mangham*.

I trust this correction will serve to moderate any gratification which the rebels may have derived from the capture of our boat's crew.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blkdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—I herewith enclose reports of Captain Green, Commander Spotts, and Acting Masters Collins and Gregory, marked A, B, C. D.

[Enclosure A.]

U. S. S. CANANDAIGUA,
Off Charleston, S. C., January 4, 1864.

SIR: In obedience to your instructions, I left this anchorage on the 29th ultimo in the steamer *Mary Sanford*, accompanied by the steamer *Nipsic*, steam tug *Daffodil*, and bark *Ethan Allen* and proceeded to and arrived on the following afternoon at an anchorage distant about 15 miles from Murrell's Inlet, and was joined there by the schooner *George Mangham*.

Preparations were immediately made for disembarking in force at daylight the following morning for the purpose of accomplishing, as far as practicable, the object of the expedition, agreeably to your instructions.

At sunset the weather appeared unsettled and somewhat threatening, the wind began to freshen from the northward and eastward, and a heavy swell to make from the southward and eastward. The wind and swell continued to increase during the night and to such a degree, until 4 o'clock the following morning, as to endanger the safety of the launches in tow of the *Mary Sanford* and *Nipsic*.

One of the launches broke adrift and was recovered with considerable difficulty. Soon after the recovery of the launch the wind and swell commenced to abate, but the weather still presented an unsettled

appearance, and as the launches and also men necessarily stationed in them to keep them free of water would, in my opinion, be jeopardized, if not lost, should heavy weather prevail for any considerable length of time, I was reluctantly compelled to abandon any attempt to disembark in force as contemplated, and to secure the safety of the launches by seeking a safe anchorage or harbor, and afterwards to carry out your instructions as far as lay in my power. Accordingly, I directed the *Ethan Allen* to return to her anchorage near Rattlesnake Shoal, and with the remaining vessels of the expedition, excepting the schooner *Mangham*, which had returned to her station off the inlet the night previous, proceeded to and arrived early in the afternoon of the 31st ultimo at an anchorage to the northward and about 10 miles distant from Georgetown light-house. Here I directed the launches which the *Nipsic* had in tow to be transferred to the tug, and the removal of the boat howitzers from the launches to the *Mary Sanford* and *Nipsic* and ordered Commander Spotts to proceed the next morning to Murrell's Inlet and destroy a schooner known to be in the inlet loaded and ready to run the blockade.

Commander Spotts skillfully and successfully executed the order, as will appear from his report, a copy of which is herewith enclosed, and rejoined the *Mary Sanford* Friday night, the 1st instant, at their anchorage, from whence the three vessels returned to Charleston, arriving about noon on Saturday.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain.

Rear-Admiral J. A. DAHLGREN,
Comdg. S. Atlantic Blockdg. Squadron, off Morris Island, S. C.

[Enclosure B.]

U. S. S. NIPSIC,
Off Murrell's Inlet, January 1, 1864.

SIR: In obedience to your orders, I proceeded to this place and delivered to the U. S. schooner *George Mangham* 26 of her crew.

I discovered the schooner designated by you lying inside the inlet and opened fire upon her, but did not succeed in setting her on fire in consequence of a sand spit which concealed her hull. I therefore fitted out an expedition under command of Acting Master Churchill, executive officer of this ship, consisting of two launches with howitzers and 40 men, and two cutters with 30 marines. Landed one howitzer on the spit in charge of Acting Ensign Taylor, of the *South Carolina*, and marines under command of Lieutenant Fagan, of the marines; opened fire on the schooner at 300 yards with howitzer, and the fifth shell set her on fire.

The schooner and cargo, which consisted of turpentine, were entirely consumed.

The expedition was ably commanded and design executed by Acting Master Churchill, assisted by Lieutenant Fagan, of marines, Acting Ensign Gunn, Acting Ensign Taylor, of the *South Carolina*, and Acting Master's Mates Orcutt and Kitching.

Very respectfully, your obedient servant,

J. H. SPOTTS,
Commander.

Captain JOS. F. GREEN,
Commanding U. S. S. Canandaigua.

[Enclosure C.]

U. S. SCHOONER GEORGE MANGHAM,
Murrell's Inlet, South Carolina, December 30, 1863.

SIR: I have the honor to report that at 4 o'clock this morning a boat was observed making for this vessel from the shore, and, upon being hailed, it was discovered to contain 13 contrabands who had last night effected their escape from slavery, and including among their number 4 females and 1 infant, all of whom are now on board this schooner well cared for. They imparted considerable information respecting this locality and the salt works now in progress, which, if correct, must prove of value.

They furthermore state that a schooner is now within the inlet loaded with a cargo of turpentine, awaiting an opportunity to evade the blockade and proceed to Nassau, [New Providence]. Also, that 4 companies of soldiers, principally cavalry, are engaged hereabout in the protection of these salt manufactures and in patrolling the beach.

I have the honor to be, very respectfully, your obedient servant,

JOHN COLLINS, Jr.,
Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosure D.]

U. S. BRIG PERRY,
Off Morris Island, January 4, 1864.

SIR: Your letter of the 3d instant has been received, asking information in regard to the capture and hanging of a colored man belonging to this vessel at Murrell's Inlet.

In reply, I beg leave to state that there was a colored man captured belonging to the boat's crew, but I have no evidence that he was hung. All that I have heard in regard to him was a rumor, coming from the U. S. S. *Nipsic*, that he was hung immediately after capture.

Very respectfully, your obedient servant,

SAML. B. GREGORY,
Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blkdg. Squadron, off Morris Island.

P. S.—The colored man's name was George Brimsmaid.

[Enclosure E.]

U. S. BRIG PERRY,
Off Morris Island, South Carolina, December 30, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 29th ultimo. In answer, would observe that my report on the loss of a boat's crew at Murrell's Inlet contained all the particulars which took place on that occasion. That on the afternoon of the 15th, being the first favorable opportunity to land, I sent on shore a flag of truce for the purpose of ascertaining if any of my men were killed, and if so, how many; also, who were wounded; also, if any were uninjured. The commander of the forces at first declined to answer the questions, but did send me word that my son and [Acting] Ensign Anderson were uninjured, that there were 3 wounded, 1 mortally, that they would be treated as well as their own soldiers, at the

same time assuring the officer in charge that a flag of truce would always be respected.

Very respectfully, your obedient servant,

SAML. B. GREGORY,
Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron.

[Enclosure F.]

U. S. BRIG PERRY,
Off Morris Island, January 4, 1864.

SIR: George Brimsmaid, captured at Murrell's Inlet, was a colored man belonging to New London, Conn., shipped as landsman on board the *North Carolina*, September 24, 1863, was transferred to this vessel from there October 29, 1863, aged 23 years. Had been interrogated as to whether he was a slave, and he said he never had been one. He had no arms when captured.

Very respectfully, your obedient servant,

SAML. B. GREGORY,
Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Acting Ensign Anderson, U. S. Navy, commanding boats from the U. S. brig Perry.

WASHINGTON, *October 22, 1864.*

SIR: I have the honor to report that on the 5th of December, 1863, I landed on Magnolia Beach, near Murrell's Inlet, South Carolinia, with two boats and 22 men, from the U. S. brig *Perry*, accompanied by Acting Ensign W. B. Arrants, Acting Assistant Paymaster George W. Burkett, and Master's Mate Thomas H. McDonald of that vessel.

Before leaving the ship we received verbal orders from Acting Master Sam B. Gregory, commanding the *Perry*, to take with us George Brimsmaid (colored landsman) to land on Magnolia Beach, and to send him ahead unarmed, as a scout. If no rebels were reported in the vicinity, to proceed across to Murrell's Inlet, leaving the boats in charge of Acting Master's Mate Thomas H. McDonald, to set fire to the schooner *Cecilia*, of Nassau, New Providence, and to destroy all picket stations that we might come across. We were further instructed to signalize the *Perry*, in case we were attacked by the enemy, in order that she might cooperate with, and cover us by, her guns. After landing on the beach and forming my men, we proceeded to some high drifts, within sight of the ship and boats on the beach, where I posted landsman Sam B. Gregory, jr., with the signal flag, and instructed him how and when to use it.

We then started for the schooner in Murrell's Inlet, and had only proceeded a short distance, when Gregory, the signal man, was discovered running toward us, crying out that enemy's cavalry were approaching from the southward, he, in the meantime having made no use whatever of the signal flag. I took the flag from him and endeavored to signalize the ship, but before I could do so we were charged by a company of cavalry, and forced to retreat to a hummock

at the foot of one of the sand hills. Another company of cavalry, at the same time, made an unsuccessful charge upon the boats.

Unfortunately, the brig was, at the time, lying head on to the beach, so that her guns could not be brought to bear. On being attacked in the rear by the company which had charged upon the boats, I deemed it expedient, after a brisk resistance, to surrender. Our loss was 5 wounded, 3 slightly.

Acting Assistant Paymaster George W. Burkett; John Reinhardt (coxswain); Conrad Horse (seaman), slightly, since recovered; two, John Pinkham, James Tobin,* seriously. John Pinkham, after our surrender, still lying on the ground, unable to rise, from the effects of his wounds, was ordered by one of the rebel captains to get up. On replying that he could not, the captain shot him with his revolver, inflicting a wound from which he died a short time after.

The enemy's loss was 1 killed and 3 wounded, in addition to 1 horse killed and 1 wounded.

After arriving at the enemy's camp in the woods, George Brimsmaid (colored landsman) was taken from our party by two of the rebel cavalrymen and a man in citizen's dress. One of the rebels was seen to strike Brimsmaid over the head with his saber as they were taking him through the camp. A few minutes later we heard a loud yell and immediately after the reports of two guns. The two rebels who took Brimsmaid soon returned, and stated that they had hung and then shot him. This fact was afterwards affirmed to us by several officers of the command, which consisted of two companies of the Fifth and Twenty-first Georgia Cavalry, under command of Captains [H. K.] Harrison and [C. C.] Bowen.

Most respectfully, your obedient servant,

GEORGE ANDERSON,
Acting Ensign, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

List of officers and men captured from U. S. brig Perry, at Murrell's Inlet, South Carolina December 5, 1863.

Acting Ensign George Anderson.
Acting Ensign William B. Arrants.
Acting Assistant Paymaster George W. Burkett.
Coxswain John P. Reinhardt.
Coxswain John Pinkham (dead), Georgetown, S. C.
Seaman Conrad Horse. †
Seaman William Henderson (dead), Columbia, S. C., July 10, 1864
Seaman Michael Lawton. †
Seaman James Davis. †
Seaman Peter Keefe, leg amputated May 28, 1864.
Seaman Michael Tobin (dead), Andersonville, Ga.
Landsman William McDowell.
Landsman Sam. B. Gregory, jr. †
Colored landsman George B. Brimsmaid; hung at Murrell's Inlet South Carolina.

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* Probably Michael Tobin.

† Left at Richland Prison, Columbia, S. C.

Report of Brigadier-General Trapier, C. S. Army.

HDQRS. FOURTH MILITARY DISTRICT SOUTH CAROLINA,
Georgetown, [S. C.], December 8, 1863.

GENERAL: On the 5th instant a party of the enemy (16 in number) from the man-of-war blockading off Murrell's Inlet, landed upon Magnolia Beach, near that inlet, for the purpose, as is supposed, of burning a small schooner lying therein. They were promptly and vigorously attacked by a portion of Company B, Twenty-first Battalion, Georgia Cavalry, under the command of Captain [H. K.] Harrison, and the whole party, with but one exception, taken with most of their arms. Two of the men are badly wounded. I regret to add that Captain Harrison lost 1 man killed and 2 severely wounded. Fourteen of the prisoners have been conducted to these headquarters. Twelve of them will be sent hence to-morrow to the headquarters of the commanding general. They consist of 3 officers and 9 men. The 2 wounded men are retained in hospital. The missing prisoner is not yet officially accounted for.

I am, very respectfully, your obedient servant,

J. H. TRAPIER,
Brigadier-General, Commanding.

Brigadier-General THOMAS JORDAN,
Chief of Staff, etc., Charleston, S. C.

[Endorsement.]

DECEMBER 11, 1863.

Compliment Captain Harrison and men for their success.

G. T. BEAUREGARD,
General, Commanding.

Sinking of the U. S. S. Weehawken, off Charleston, S. C., December 6, 1863.

[Telegram.]

CHARLESTON, *December 8, 1863.*

(Received at Washington, 10.25 a. m., via Fort Monroe, December 12.)

The monitor *Weehawken* foundered in some heavy weather on Sunday, the 6th. Reports have gone by the *Fulton* and *Circassian*. She lies in 30 feet of water. Please send apparatus to raise her.

Very respectfully,

J. A. DAHLGREN,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Rear-Admiral Dahlgren, U. S. Navy.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 6, 1863.

SIR: With feelings beyond my ability to express, I have to announce that the monitor *Weehawken* sank at her anchorage to-day at half past 2 o'clock.

It was blowing a moderate gale from E. by N. at the time, and I had been occasionally noticing the motions of the *Montauk*, which was anchored the highest up the harbor, and had been underway.

Mr. Hughes, the superintendent of repairs of the monitors, was talking to me at the time—asking leave to go home—when the signal officer announced that the *Weehawken* had flying a signal "for assistance," and this was followed almost immediately by the entrance of the fleet captain, who reported that the *Weehawken* appeared to be sinking. Directions were given at once to let her make for the beach, but before the last measure could be taken, the *Weehawken* disappeared beneath the water, and nothing was seen above but the flag and the top of the smokestack.

Scarcely five minutes elapsed between the time that the signal "for assistance" was made and the sinking of the vessel.

I am entirely unable, from the imperfect information at hand, to satisfy myself of the real cause of the disaster.

Some attribute it to the entrance of a heavy sea in the fore hatch, filling the anchor well; others say that there was an excess of water in the vessel three hours before she went down, which is also attributed to the hawse pipe; some talk of the water forcing in at the joint of the overhang; but it would appear that no apprehension of danger existed until ten or fifteen minutes before the signal was made.

The *Weehawken* lay about east of the beacon house on Morris Island, and nearest to her were a mortar schooner, a tug, and my own steamer. The *Ironsides* and other vessels lay lower down, except the *Montauk*, which was on picket.

Steam tugs and boats were dispatched at once to pick up the crew, but it is to be feared that some lives have been lost.

These can not yet be known with exactness, as the survivors are scattered among different vessels, and it blows too fresh to communicate with facility.

I shall send to Port Royal for the divers and other means to raise the *Weehawken*, and would ask that the Department would also send here any assistance that is available.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, for a court of enquiry.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 7, 1863.

GENTLEMEN: It is important that a full enquiry should be made into the causes of the deplorable disaster that befell the *Weehawken* yesterday. You are therefore appointed a court of enquiry to ascertain the facts in the case, and give your opinion thereon.

Acting Assistant Paymaster Benjamin F. Munroe is appointed the judge-advocate of said court.

You will endeavor to regulate the proceedings so as not to interfere with your duties as commanders of monitors.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander E. SIMPSON.
Lieutenant-Commander JOHN L. DAVIS.
Lieutenant-Commander J. J. CORNWELL.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting reports.

No. 297.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 8, 1863.

SIR: Another dispatch informs you of the sad disaster that has befallen the *Weehawken*. I have ordered an enquiry, which will supply all the evidence that is attainable; meanwhile, there are differences of opinion among well-informed officers. Some attribute the cause to the water in the anchor well, the influx through the hawse pipe, and the depression forward, so that the water would not flow to the pumps.

A written opinion (A) from Lieutenant-Commander Simpson, who has the monitor *Passaic*, states that the water did run aft and that the rotary pump was in full action. He thinks that weakness from injuries in service, with perhaps some strain in beaching, had loosened rivets in bottom plates, and the rough sea opened the plates and did the rest.

Among the melancholy consequences are the loss of life.

Four engineers and 27 men are missing, the names of whom are enclosed (B). Every effort was made to save the crew, and in a few moments the water was alive with boats.

It is to be hoped that some may have escaped ashore, but the chances are very slight.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure A.]

U. S. IRONCLAD PASSAIC,
Off Morris Island, South Carolina, December 6, 1863.

SIR: I respectfully submit my opinion of the cause of the sinking of the *Weehawken:*

From the testimony that I have been able to collect, it appears that between 11 a. m. and meridian the windlass room was full of water; the forward hatch was then closed, and no water could find its way in except through the hawse hole. At this time the centrifugal pump did not work, as there was not enough water aft to make it "fetch." This indicated a want of free communication through the limbers. It seems as if this difficulty was overcome, for some time afterwards the water rose to about 4 inches of the fire-room floor, which would make it 26 inches below the grate bars when the centrifugal pump was in operation, discharging steadily its 2,000 or 3,000 gallons of water per minute.

No apprehension seems to have been felt at this time as to the danger of sinking; the vessel was noticed to be settling, but the commanding officer desired the presence of the captain, and commenced to signalize to that effect.

At this instant the water suddenly rose in the vessel and she commenced to settle forward.

The signal "in want of assistance" was made immediately and she went down.

My conclusion is that the sinking of the vessel was not occasioned by the water that found its way into her through the hawse hole, for it seemed clearly proven that free communication was established through the limbers between the hawse hole and the centrifugal pump, and I conceive that the centrifugal pump is able to discharge all water that could enter by the hawse hole.

I believe that the injuries that the vessel had received in service, particularly while aground under the fire of the Sullivan's Island batteries (assisted, perhaps, by the straining produced by being beached at Port Royal) had so strained her that the rivets were loose on some of her bottom plates, and the rough sea that was running at the time of the disaster must have been sufficient to open the plates and admit the water.

From all that I can learn it was no gradual accumulation of water that caused the vessel to sink, but it was almost instantaneous; this could alone be caused by such reason as I here assign.

I merely submit this hurried paper with view to rendering some slight aid toward assigning a reason for the terrible disaster.

Very respectfully, your obedient servant,

E. SIMPSON,
Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosure B.]

List of the Weehawken's officers supposed to be lost.

Henry W. Merian, third assistant engineer.
Augustus Mitchell, third assistant engineer.
George W. McGowan, acting third assistant engineer.
Charles Spongberg, acting third assistant engineer.

List of men's names who are supposed to be lost from the Weehawken.

1. Thomas Piper, quartermaster.
2. James Scallon.
3. John Buckley.
4. John Kerrigan, landsman.
5. John Carpenter, landsman.
6. Joseph Grogan, second-class boy.
7. Chas. F. Davis, first-class fireman.
8. John Williams, landsman.
9. Chas. H. Willson, seaman.
10. Wm. H. Williamson, officers' cook.
11. Christian Anderson, ship's cook.
12. John Rutledge, third-class boy.
13. Ralph Anderson.
14. Edward Goghan.
15. Edward Mullen, second-class fireman.
16. Michael Cline, coal heaver.
17. James Lennon.
18. Thomas Mee, first-class fireman.
19. Robert Nugent, coal heaver.
20. Thomas Donovan, ordinary seaman.
21. William G. Pike, ordinary seaman.
22. George M. Leighton, first-class fireman.
23. Henry Sumner, second-class fireman.
24. Thomas Stathers, first-class fireman.
25. Thomas Donlin, landsman.
26. Stephen C. Newman, first-class fireman.
27. Not ascertained.

Very respectfully,

FREDERICK R. STOW,
Acting Assistant Paymaster.

Commander J. M. DUNCAN.

[Marginal note on roll of *Weehawken* reports as lost with that vessel December 6, 1863, James Scallon, John Buckley, Ralph Anderson, Edward Goghan, Michael Cline, James Lennon, and one other, name unknown.]

Letter from Rear-Admiral Dahlgren, U. S. Navy, to the Secretary of the Navy, requesting pumps for use on the sunken vessel.

No. 299.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 12, 1863.

SIR: Will the Department please to have purchased and sent to me here three Woodworth pumps, large size, with sections of flexible suction hose, in 40-foot lengths, with strainers, hose not to exceed 6 inches, outside diameter.

They are intended to pump out the *Weehawken.*

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding measures taken for raising the U. S. S. Weehawken.

No. 302.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 13, 1863.

SIR: I have already informed the Department of the sad disaster that befell the *Weehawken.* At low water her pilot house has been a foot out of water. I took immediate measures toward raising her, the first of which was to ascertain whether the overhang had parted from the hull, as asserted by some. A gunboat was sent for the divers at Port Royal, and they arrived here on the 9th. On the 10th two examinations were made at slack water, which, by reason of the heavy sea and strong tide, were not so complete as they would have been otherwise. Still, the diver was able to establish nearly to a certainty that the structure of the hull is probably entire, there being no separation of the overhang at the bow, to which the diver was obliged to confine himself, and where such was alleged to have occurred.

The vessel rests in very soft mud, so that the diver sank into it. The guns are in place. As the bad weather had returned—heavy sea and blowing strong from north and east—it was impossible to proceed further, and I concluded it safe to proceed on the assumption that the hull was entire.

It only remains now,

1st. To remove all accessible weights from the hull.

2d. To close the hatches and other apertures in the deck, which is readily done.

3d. To close the pilot house, turret, and smoke pipe, except at the top.

4th. To insert down the funnel and pilot house the hose from powerful pumps.

5th. Place on each side a large and empty hulk, to be secured, when well sunk, by chains to the hull.

6th. At low tides haul taut the chains, pump out the hulls alongside and the *Weehawken*.

7th. If the monitor does not come fully up to the surface, tow her into more shallow water and repeat the operation.

If the means were at hand, all this might be effected in two or three weeks.

I have instituted a court of enquiry, composed of the three commanders of monitors now here, and have ordered up the *Catskill* to maintain the force at this place on a suitable footing.

Since this most unfortunate occurrence the weather has been, with little exception, excessively bad, blowing and raining, with an ugly sea, that is very trying, one effect of which has been to dislodge and bring down a quantity of the obstructions, some of them made of rope, others of heavy piles 12 to 16 inches square, banded together by sixes with iron. One that I saw measured was 25 feet long, broken off from its pointed end, while the other had been broomed by the blows of the driver.

It was very gratifying to learn from the Department's communication of December 3 that the new monitors will be here by the 1st of January, for that is only two weeks off, and the onward move will then be made without delay.

If the *Weehawken* can be got up in time, so much the better; if not, I shall not hesitate because I have only ten monitors instead of eleven.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from John Ericsson to the Secretary of the Navy, suggesting means for preventing similar casualties to other monitors.

NEW YORK, *December 12, 1863.*

SIR: The fatal accident to the *Weehawken*, caused by the forward or anchor hoister hatch being left open until the sea had forced so much water into the forward compartment as to bring the vessel by the head, calls for immediate application of an expedient by which a recurrence of the calamity may be prevented. I therefore respectfully propose to introduce a light wrought-iron sliding hatch, supported on slides attached to the deck beams under the hatch opening, as shown by the enclosed plan. This sliding hatch, which is provided with an eyebolt at one end, may be closed at any time from below by means of a rope or small tackle. It is not intended that this sliding hatch should be quite water-tight, but if made as now proposed any of the small donkey pumps will readily clear the vessel of the water that can enter through it. I shall be very happy to manufacture a sufficient number of such hatches and frames in the course of next week, should you see fit to approve of my suggestion. The attaching the hatch on board will be but a few hours' work.

It will be proper to observe that closing the door in the forward water-tight bulkhead will not insure absolute safety when the vessel

has a full complement of ammunition, etc., on board. Too little buoyancy remains when the 109,000 pounds of water held by the forward compartment have entered the vessel.

I have very closely examined Assistant Inspector Hughes, who witnessed the sinking of the *Weehawken*, and who conversed with her pilot and several of her crew, and I have no hesitation in asserting that the water which entered through the forward hatch until the vessel was too much by the head to render the pumps of any avail, and after that fatal condition through the hawse hole, caused the sinking of the ironclad.

I am, sir, respectfully, your obedient servant,

J. ERICSSON.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, for the convening of a court of enquiry.

NAVY DEPARTMENT, *December 16, 1863.*

SIR: Your dispatch of the 6th instant, in relation to the sinking of the *Weehawken*, has been received.

The Department desires that you will convene a court of enquiry for the purpose of ascertaining all the facts in the case.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron.

Finding of the court of enquiry.

The opinion of the court on the facts in the case, as here detailed, is that the causes of the sinking of the *Weehawken* were:

1st. The additional weight of ammunition that had been lately put on board of her, leaving her trim so little by the stern as not to allow sufficient inclination for water to get to the pumps freely.

2d. The neglect to close the hawse hole and the delay in closing the hatch over the windlass room, which permitted the rapid accumulation at the forward extremity of the vessel of sufficient water to bring her nearly on an even keel.

3d. The large amount of water that was permitted to come into the vessel under the turret through the XI-inch port and down the berth-deck hatch, which assisted to tip the bows of the vessel.

4th. The amount of water which, owing to the immersion of the forward part of the vessel, came in under the plank-sheer.

5th. The absence of all effort to relieve the forward part of the vessel from its depressed position by rolling shot aft or moving any weight from the bow.

The court does not consider that it has any positive evidence that the hull of the *Weehawken* is ruptured; extensive openings were apparent under the plank-sheer, but there is nothing in the testimony to

indicate a rupture of the hull, except the evidence of one witness, who states that he found the beams started in 2 inches, as shown by the paint marks having separated that distance from the ceiling. The court is unable to account for this appearance; all other points in the evidence are reconciled in the statement of the facts in the case as already set forth.

It remains for the court to express its opinion on the merits of the case, and it recognizes the propriety of further military proceedings in the case.

E. SIMPSON,
Lieut. Comdr. and Presiding Officer of the Court of Enquiry.

B. F. MUNROE,
Judge-Advocate of the Court of Enquiry.

Memorandum of Rear-Admiral Dahlgren, U. S. Navy, regarding the causes of the disaster.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 6, 1864.

In transmitting the foregoing to the Navy Department, I beg leave to append the following remarks:

1st. I am of the opinion that the sinking of the *Weehawken* was entirely due to the quantity of water that found its way into her.

2d. It can not, of course, be absolutely decided that there was no leakage from strain or rupture until the vessel is fully examined, but so far as the evidence goes, it must be accepted as almost conclusive that the water which sank the monitor entered by the hatches and other apertures belonging to the construction.

3d. By assigning the additional weight of ammunition as one cause of the disaster, and giving it the first place in order, may lead to the opinion that the court considered it as the most important cause of the sinking of the *Weehawken*. With this I am unable to concur.

Mr. Griffin states the floating capacity of a monitor like the *Weehawken* to be not less than 150 tons.

The weight of additional ammunition appears to have been about 25 tons, which is one-sixth of the floating capacity. It is evident, therefore, that with no more additional weight than 25 tons, the *Weehawken* would have ridden out the gale as easily as the other monitors.

4th. How far the locality of stowage of the additional ammunition might have effected the flow of the water aft is of moment. The pilot states that it changed the trim of the *Weehawken* from 12 inches astern to 8.

It does not appear from evidence that 8 inches by the stern would be insufficient for the flow of water aft to the pumps, and it is certainly reasonable to suppose that the inclination thus given would suffice, unless there were impediments in the way. But the court states that it did not flow by the limbers, and that the pumps did not draw until the water was so high as to come over the berth deck.

Now, I find in the report made to me by the senior engineer immediately after the disaster that the water did come "aft very fast," and occupied two Worthington pumps, but as it continued to gain forward, the centrifugal pump was started. "This pump worked well, but drew the water from the bilge faster than it ran through the limbers,

and, therefore, for a time it was sucking" (says the engineer). Hence, it follows that the trim of the vessel did not interfere with the flow of the water to the pumps, but that the quantity was limited by some other cause.

The limber, or gutter, by which the water passes to the pumps, is 18 inches wide by 4 inches deep, but the communication to this gutter from the chain locker, where the water deposited, is an aperture 6 inches by 4 inches, and this, therefore, is the measure of the quantity of water delivered to the limber, and which, from the statement of the engineer, was much less than the pumps were capable of throwing off.

I can not perceive, therefore, that the effect of the additional ammunition on the buoyancy or trim of the hull can be considered as a prominent cause of the accident.

The mischief was really done by the entrance of too much water through hatches, hawse pipes, etc., before proper measures were taken; when this was done it was too late, and the example will lose some of its efficacy if, by any course of reasoning or statement of the case, the attention of monitor officers is diverted from the influx of water, as the real source of peril to this class of vessels.

The foregoing report of the court of enquiry concludes "that further military proceedings are necessary."

As the Navy Department has directed a court of enquiry to be held, this opinion of the court belongs to it to decide upon.

I therefore respectfully submit the whole to the pleasure of the Navy Department, and have the honor to be,

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Rowan, U. S. Navy, to furnish information regarding the meritorious conduct of William Hamp, seaman.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 16, 1864.

SIR: It is reported to me that a seaman of the *Racer*, named William Hamp, now on board the *Nahant*, distinguished himself by his conduct in rescuing the executive officer and some of the crew of the *Weehawken* when that vessel foundered.

Please to have enquiry made of the commander of the *Racer* and of Lieutenant Stuyvesant, and also inform me of his present rate.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain S. C. ROWAN,
Comdg. U. S. S. Ironsides, Senior Officer off Charleston, S. C.

Abstract log of the U. S. S. New Ironsides.

December 6, 1863.—At 2:35 p. m. the *Weehawken* sank. Sent all boats to render what aid they could.

Abstract log of the U. S. S. Patapsco.

December 6, 1863.—At 2:45 p. m. the ironclad *Weehawken* made signal 2142–82 and was seen to be sinking and in less than five minutes she sank, leaving the top of the smokestack above the surface of the water. We immediately sent the second cutter and gig, in charge of Lieutenant Whitehead and Acting Master Ogilvie, to assist in saving the officers and crew. At 3:30 second cutter and gig returned, but had saved no men; all that were afloat had been picked up by tugboats and boats from nearer vessels.

Abstract log of the U. S. S. Montauk.

December 6, 1863.—No firing. At 1 p. m. got underway and steamed down toward the fleet. At 2:25 saw the *Weehawken* make signal to flagship and at same time saw steam escaping from the smokestack, and in a few minutes saw that she was settling fast by the head. Manned the cutter and sent her to the assistance of the *Weehawken*. At 2:40 she made a heavy roll to starboard, then righted and sank immediately. At 4 cutter returned having no information, saw nothing of any of the crew, supposed them to have been taken off by other boats.

December 7.—At 1 p. m. a battery on Moultrie threw two shell at Gregg, and a battery on Breach Inlet fired four guns.

Abstract log of the U. S. S. Philadelphia.

November 21–December 5, 1863.—Almost daily firing reported between the batteries.

December 6.—From 12 to 4 p. m. as per columns. Wind N. E. by N., force 5, weather b., air 62, sea getting rough and irregular. At 2:15 p. m. the ironclad *Weehawken* made signal for assistance. Called away all boats to render assistance. At 2:30 *Weehawken* sank. Saved from the above vessel 9 officers and 41 men, one of whom died before getting on board.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the necessary repairs to the U. S. S. New Ironsides.

No. 291.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 6, 1863.

SIR: In reply to the communication of the Department of November 24, the *Ironsides* has received four thicknesses of plates for the pilot house and they are now being put on.

The force now here, and not exceeded since the repairs of the monitors began, is the *Ironsides* and four monitors. This it would hardly be advisable to reduce.

I feel sure also that twenty days would be entirely insufficient for "any necessary repairs" to the *Ironsides*. Indeed, with average passages she would probably consume ten days in going and coming.

After the work has been accomplished, which will not be long after the new monitors arrive, the *Ironsides* can probably be spared without disadvantage.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Commander Reynolds, U. S. Navy, to Acting Master Garfield, U. S. Navy, commanding U. S. bark Midnight, to proceed to duty in Hampton River, Georgia.

[U. S. SHIP VERMONT,
Port Royal Harbor, S. C., December 7, [1863].

SIR: As soon as the *Midnight* is ready for sea, and the weather will permit, you will get underway and proceed to blockade Hampton River, [Georgia] (next south of Altamaha).

The draft of water which can be carried in is not known, and this must be ascertained by sounding in your boats before entering.

You will report the result, and if you can not enter you will return to this port.

By order of Rear-Admiral Dahlgren:

Very respectfully, your obedient servant,

WM. REYNOLDS,
Senior Officer Present.

Acting Master W. H. GARFIELD,
Commanding Bark Midnight.

Report of Commander Reynolds, U. S. Navy, showing the liability of the passage of the C. S. ironclad Savannah through obstructions in Skull Creek.

PORT ROYAL HARBOR, S. C., *December 7, 1863.*

SIR: After the *Chippewa's* expedition up Skull Creek the other day, I sent Lieutenant-Commander Harris on shore to see Colonel Barton, commandant at Hilton Head, about the removal of the piles which had been driven across Skull Creek last winter to prevent an attack upon this bay from Savannah; and Colonel Barton said that he had opened a passageway for his picket boats to pass through; that there were still some sunken schooners in the way; that the obstructions could not be passed at night, and that in the daytime the attempt would hardly be made; that Fort Mitchel commands these obstructions, for which purpose it was erected; that the ram *Savannah*, to get into Skull Creek, would have to pass directly under the guns of Fort Pulaski.

All this may be very well, but this remains—that the passageway through Skull Creek, which it was deemed expedient to close against the *Atlanta*, is now partially open to the *Savannah*.

Colonel Barton informed Lieutenant-Commander Harris that on the evening of December 1 lights were seen from Fort Pulaski along

the rebel picket lines above, and the garrison supposed that some vessel was about to attempt to run the blockade and opened fire. At the same time the pickets on Hilton Head Island, near to Seabrook, became aware that the rebels were about attempting a raid upon them, which, however, did not come off.

I saw from this ship the same lights which the garrison at Fort Pulaski saw (distant rockets) and was aware that something unusual was going on, so much so that I was on the point of going to quarters.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Duncan, U. S. Navy, to assume command of the U. S. S. Paul Jones.

FLAGSHIP PHILADELPHIA,
Off Morris Island, December 8, 1863.

SIR: You are hereby detached from the command of the U. S. S. *Weehawken* and will resume the command of the U. S. S. *Paul Jones.*

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron,

Commander J. M. DUNCAN,
Commanding U. S. S. Weehawken.

Instructions from Rear-Admiral Dahlgren, U. S. Navy, to Commander Reynolds, U. S. Navy, regarding the passage of the monitors from Port Royal, S. C.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 8, 1863.

SIR: The *Catskill* will report here, and the *Patapsco* will relieve the *Nantucket.*

Lieutenant Mackenzie is ordered to report as executive of the *Patapsco*, and Lieutenant-Commander Bunce, temporarily, as executive of the *Catskill.*

1st. You will be careful in having these vessels loaded lightly for the passage; they must not have too many stores aboard, particularly ammunition; 100 rounds will do to come here.

2d. In trimming, the bow must be sufficiently elevated to make sure that any water which enters forward may tend to the pumps.

3d. The limbers and other passages for water must always be free.

4th. Stoppers must be provided for the hawse pipes, that will prevent the influx of water under any circumstances.

5th. The hatches must always be secured against the sea in good season.

6th. The pumps are to be in working order.

7th. The depth of water forward is to be ascertained and reported to the commander frequently.

The opinions of several officers of the *Weehawken* are, that water was allowed to enter the anchor well; that it was fed from the hawse

pipe after the hatch was closed; that in this way the head was gradually depressed, which was assisted besides by stowing too much ammunition forward; that the water would not flow to the pumps, so that finally she went down.

Upon these matters I shall not venture to express an opinion, as they will be investigated by a court of enquiry.

But I recapitulate them in order that precautions may be taken against them, in case they have truly the effect ascribed.

The monitors are the bulwarks of the Union in this quarter, and must not be lightly or causelessly risked.

You will also be careful to select such a season for their going to sea as will be likely to afford a good time for the passage.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Commander WILLIAM REYNOLDS,
Senior Officer Present, Port Royal, S. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the loss by drowning of an ordinary seaman from the U. S. S. Seneca.

No. 298.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 9, 1863.

SIR: I beg leave to transmit for the information of the Department the following extracts from a report made to me by Lieutenant-Commander William Gibson, commanding U. S. gunboat *Seneca*, dated Port Royal, November 26, 1863:

A sad accident befell us in the Florida passage. Michael Hogan, ordinary seaman, an excellent man, fell overboard, while heaving the lead in the main chains, by the parting of the breastband, and was drowned. The engines were stopped, the life buoy cut away, and boats lowered promptly, but we failed to rescue or find him.

I brought with me from Doboy 3 refugees, viz, Thomas Dial and J. M. Driggers, deserters from Company K, Fifth Georgia Cavalry, and Amelia, the wife of the latter, and, by direction of Commander Reynolds, they were turned over to the provost-marshal at Hilton Head, for a passage north.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report regarding the running ashore of the British schooner Antoinette, December 8, 1863.

No. 339.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 24, 1863.

SIR: I herewith enclose the report of Acting Master W. T. Gillespie, commanding U. S. bark *Braziliera*, of the running ashore of the British schooner *Antoinette*, of Nassau, New Providence, on Cumberland [Island] Beach, on Tuesday, December 8; also such of the papers

as have been recovered from the schooner, viz, (1) certificate of registry, (2) shipping list of crew, (3) clearance of vessel.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—The papers alluded to in above dispatch were forwarded to the honorable Secretary of the Navy, per steamer *Massachusetts*, on the 24th December, 1863.

[Enclosure.]

U. S. BARK BRAZILIERA,
St. Andrew's Sound, Georgia, December 15, 1863.

SIR: On Tuesday, December 8, the British schooner *Antoinette*, of Nassau, New Providence, ran ashore on the beach about halfway down Cumberland Island, becoming a total loss. I have saved her anchors, chains, and sails, which will be of service to me; nothing else, either of cargo or outfit, of any value, remaining.

Her captain and 4 of the crew escaped to the mainland in a boat they procured from Mr. Stafford, a resident of the island. He states that they asserted they were going to Fernandina.

One of the crew remains on the island sick and disabled. They were piloted across by a Mr. Stockwell, also a resident of the island. I have for a week past been endeavoring to arrest him, having had a large party constantly on his track, but, owing to his familiarity with all the bypaths on the island, he succeeded in escaping. Knowing certainly that the rebels were constantly in the habit of crossing in the night and visiting at his house made me resolve to arrest him.

By the *Massachusetts* I shall send north a refugee by the name of McCartey, who escaped to me from the main.

In the accompanying requisitions I have applied for revolvers. Having but five aboard, six more will scarcely more than arm my officers.

I have the honor to remain, very respectfully, your obedient servant,

W. T. GILLESPIE,
Acting Master, Commanding.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Commander Reynolds, U. S. Navy, regarding the U. S. S. Hendrick Hudson.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., December 10, 1863.

SIR: The gunboat *Hendrick Hudson*, from Boston, bound to Key West, put in here yesterday for repairs to her propeller. She will be detained here some days.

Respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, regarding transfer of command.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 10, 1863.

SIR: Upon the arrival of your relief, Commander J. H. Spotts, you will take passage in the U. S. S. *Nipsic* to Port Royal, and report to Commander William Reynolds, senior officer present, for the temporary command of the U. S. S. *Wissahickon.*

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander GEORGE BACON,
Commanding U. S. S. Nipsic.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the convenience of tugs for purposes of communication.

No. 303.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 14, 1863.

SIR: A steam tug called the *Clover* has arrived here, and I have to make acknowledgment therefor.

These accessions to the facilities for communication are of the utmost convenience here. I might almost say they were of great importance, for it is only by such means that the administration of such an extended force can be maintained. I also use them for patrol inside and for blockade outside.

The iron arrangement, however, for rudderpost (as in *Iris*, *Larkspur*, *Carnation*, etc.) is too easily damaged; that of wood (*Jonquil*, *Clover*, etc.) stands rough usage better.

The mismanagement of these vessels by incompetent masters is, however, a serious evil. As an instance of which, I may state that four of the five sent me not long since have been under repair at Port Royal. One of them has done no service at all, as the officer of the deck ran ashore on his way to Port Royal and lost the rudder and rudderpost.

One evening one of them, going 10 or 11 knots in a fog, ran into another, and on another occasion performed the singular feat of getting the chain of the flagship around his propeller.

I am, therefore, endeavoring to make the masters more careful by making examples of some of the worst cases.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Distribution of vessels of the South Atlantic Blockading Squadron, December 15, 1863.

Vessels.	Station.	Remarks.
Perry	Murrell's Inlet	
Mahaska	Georgetown	
Blunt	Bull's Bay	
Canandaigua	Charleston	Outside the bar.
Wabash	do	Do.
Housatonic	do	Do.
Sonoma	do	Do.
Nipsic	do	Do.
Sanford	do	Do.
Allen	do	Do.
Ward	do	Do.
Hope	do	Do.
New Ironsides	do	Inside the bar.
Weehawken	do	Do.
Passaic	do	Do.
Montauk	do	Do.
Nahant	do	Do.
South Carolina	do	Do.
Philadelphia	do	Do.
Home	do	Do.
Supply	do	Do.
Racer	do	Do.
Oleander	do	Do.
Iris	do	Do.
Geranium	do	Do.
Clover	do	Do.
Dandelion	do	Do.
Daffodil	do	Do.
McDonough	Light-House Inlet	
Pawnee	Stono	
Marblehead	do	
Williams	do	
Paul Jones	North Edisto	
Kingfisher	St. Helena	
Wild Cat	do	
Chippewa	Port Royal	
Vermont	do	
Adams	do	
Houghton	do	
Ironsides	do	
Valparaiso	do	
Larkspur	do	
Rescue	do	
Columbine	do	
Unadilla	Tybee Island	
Nantucket	Wassaw Sound	
Wissahickon	do	
Water Witch	Ossabaw	
Fernandina	St. Catherine's	
Lodona	Sapelo	
Huron	Doboy	
Smith	Altamaha	
Paul Jones, jr	do	
Midnight	Hampton River, Ga	
Memphis	St. Simon's	
Braziliera	St. Andrew's	
Flambeau	Fernandina	
Para	do	
Dai Ching	Nassau Sound	When repaired.
Ottawa	St. John's	
Norwich	do	
	Mosquito [Inlet]	
Patapsco	Port Royal	Repairing.
Catskill	do	Do.
Lehigh	do	Do.
Cimarron	do	Do.
Seneca	do	Do.
Dai Ching	do	Do.
Stettin	do	Do.
Hale	do	Do.
Norfolk Packet	do	Do.
Carnation	do	Do.
Jonquil	do	Do.
Pettit	do	Do.
Potomska		Laid up to go north for repairs.
Mohawk		Do.
Conemaugh		North for repairs.
Wamsutta		Do.
Madgie		Do.
Flag		Do.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the wreck of the coal bark Alice Provost, in Port Royal Harbor.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 15, 1863.

SIR: I have to inform the Bureau that I am in receipt of a letter from Commander William Reynolds, senior officer at Port Royal, under date of 13th December, by which the Bureau is informed that "the coal bark *Alice Provost*, with 700 tons of coal, from Philadelphia, November 21, went ashore day before yesterday, December 12, while coming into this harbor, and is a total wreck.

Her crew were received on board this ship, *Vermont*, to await an opportunity to go north.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commodore A. N. SMITH,
Chief of Bureau of Equipment and Recruiting,
Navy Department, Washington, D. C.

Picket report of Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. Montauk.

U. S. IRONCLAD STEAMER MONTAUK,
Off Morris Island, December 15, 1863.

SIR: I have the honor to report that last night a small boat from the *Racer* was chased by a boat pulling about fourteen oars, near Moultrie.

Having nothing but small boats, and the enemy's launch keeping under cover of the Sullivan's Island shore, there was no way to capture it.

Nothing else was seen during the night but stationary objects.

I have the honor to be, very respectfully, your obedient servant,

JOHN L. DAVIS,
Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Stevens, U. S. Navy, commanding U. S. S. Huron, regarding the capture by that vessel of the steamer Chatham, from Darien, Ga.

U. S. GUNBOAT HURON,
Doboy Sound, Georgia, December 16, 1863.

SIR: I have the honor of forwarding to you a detailed account of the capture of the prize steamer *Chatham* by this vessel on the morning of December 16, 1863, off Doboy Sound, Georgia:

The circumstances attending her capture were as follows: At 12:50 on the morning above mentioned, while blockading this place, a

steamer was discovered running past this vessel, bound out to sea. I immediately gave chase, firing ten shots at the stranger, who, at 1:15 a. m., hove to and showed a light, upon which I boarded and took possession of her, she proving to be the rebel steamer *Chatham*, from Darien, Ga., bound to Nassau, [New Providence], and by the captain's statement her cargo consists of 299 bales of cotton and a quantity of tobacco and resin.

The boarding officer was also informed that the pilot, one deck hand, and a deserting rebel soldier had escaped in a boat. Upon asking the captain if he had any papers, he replied that he had some, but had destroyed them. No flag of any description was to be found on board. The only vessel within signal distance was the mortar schooner *Dan Smith*, stationed in the Altamaha River.

I send the prize north, in charge of Acting Master's Mate Samuel Delano as prize master, with a prize crew, the engines in charge of Third Assistant Engineer John P. Kelly. I also send as witnesses Captain J. E. Mardenbrough and the chief engineer, John Parry.

The following is a list of the persons found on board: J. E. Mardenbrough, captain; Azariah Archer, mate; John Parry, engineer; Joseph Willink, engineer; H. B. Frazier, of Augusta, Ga., passenger; E. W. Evans, of Hancock, Ga., passenger; John King, steward; Charles Starks, fireman; Moses Thompson, fireman; John Waters, fireman; George Culverwell, wood passer; Thomas Sanders, cook; Thomas Russell, deck hand; Pat Dacey, deck hand; Thomas Harris, deck hand; John Greger, deck hand.

I am, sir, very respectfully, your obedient servant,

GEO. A. STEVENS,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the disposition of the steamer Chatham, captured December 16, 1863.

No. 279.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 22, 1864.

SIR: As authorized by the Department, I have turned over the prize steamer *Chatham* for service in this squadron.

The estimated value by survey, copy of which is enclosed, is $5,000.

As directed by the Department, I have reported the case for adjudication at Boston, and transmitted to Hon. Peleg Sprague, judge of the U. S. district court, all the papers in the case, with copy of the Department's instructions.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Reynolds, U. S. Navy, requesting instructions regarding the disposition of the prize steamer Chatham, captured December 16, 1863.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., December 19, 1863.

SIR: I have to report the arrival of the prize steamer *Chatham* this p. m., prize to the U. S. S. *Huron*, having on board, it is said, about 300 bales of cotton.

The *Chatham* is an old Savannah River boat, not seaworthy, and her prize master reports that he had much trouble in getting her even to this port.

Captain Stevens' orders to the prize master were for him to proceed to Philadelphia, and all the papers relating to the capture are made out to the district judge for that district. I respectfully request your instructions as to the disposition to be made of the vessel and cargo.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Senior Officer Present.

Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, forwarding information regarding proposed military operations in Florida and desired cooperation of gunboats in St. John's River.

No. 311.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 16, 1863.

SIR: I enclose herewith copy of a letter from Commander Reynolds.

As yet I have heard nothing whatever on the subject from Mr. Stickney; indeed, it is the first I have heard of it at all.

The Department may rely, however, that I shall not await instructions to operate in any possible way against the rebels, though the attack on Charleston is the primary object, and must have precedence over all others, unless the Department should direct otherwise.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., December 14, 1863.

SIR: Mr. S. D. Stickney, U. S. tax commissioner for the State of Florida, who has just arrived from Washington, has been on board this morning, and states that a brigade of infantry under General Birney and a body of cavalry is about being sent out to operate in Florida, to land at St. John's River, and that the cooperation of the gunboats is desired in this matter.

They will make the base of their operations at Fernandina. A State government is to be set in operation as soon as practicable.

I suppose that you have been, or will be, apprised of this from Washington; nevertheless, I think it best to inform you of what I have heard.

I told Mr. Stickney that in order to have the cooperation of the gunboats, the admiral's directions would be necessary, as he had remarked to me that he would wish to have them.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the assignment of the U. S. schooner George Mangham to duty in Murrell's Inlet.

No. 312.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 16, 1863.

SIR: I have to inform the Department of the arrival of the U. S. S. *Mangham*, Acting Master Commanding J. Collins, jr., on this station, and that I have assigned her to blockade duty at Murrell's Inlet, relieving the U. S. brig *Perry*, Acting Master Commanding S. B. Gregory.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Commander Reynolds, U. S. Navy, forbidding communication between the commanding officer of H. B. M. S. Plover and the British consulate at Savannah, Ga.

DECEMBER 17, 1863.

SIR: I have received your communication of December 15, in relation to the request of the commanding officer of H. B. M. gunboat *Plover*.

It will be impossible for me to give my consent at this time to his communicating with the British consul residing in the rebel city of Savannah, for good reasons, which I presume it is unnecessary to mention.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander WM. REYNOLDS,
Senior Officer Present, Port Royal.

Report of Acting Master Garfield, U. S. Navy, commanding U. S. bark Midnight, regarding the impracticability of entering Hampton River, Georgia.

U. S. BARK MIDNIGHT,
Port Royal, S. C., December 17, 1863.

SIR: In obedience to orders, I have to report that I arrived off Hampton River, Georgia, on the 10th instant. It being too thick and

rough to do anything with my boats, I anchored and remained there during the night. The next morning, it being thick, rough, and rainy, I got underway and went into St. Simon's to get a pilot from the *Memphis*. The weather continuing very thick, I remained there until Monday, 14th, when I got underway and returned to Hampton River with two pilots (Tattnall and Odena). I anchored off the river and sent my boats in to sound out the channel (I went in one myself). I find that I can carry but 6 feet of water over the bar at low tide; the channel is very narrow. Outside of the bar the soundings are very irregular, varying from 8 to 15 feet, with numerous lumps, etc. Inside of the bar there is from 2 to 3½ fathoms of water. The river at its mouth (and the pilot says for some distance up) is quite narrow, hardly wide enough for a ship to swing.

It is impossible for the *Midnight* to cross the bar or enter the river.

I think the place is worth a blockading vessel. It would be a very easy matter for light-draft vessels to run in or out there.

In conformity with my orders, on finding that I could not enter, I have returned to Port Royal.

Very respectfully, your obedient servant,

WALTER H. GARFIELD,
Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Commander Balch, U. S. Navy, regarding pile driving in Stono Inlet.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, December 18, 1863.

ADMIRAL: I have the honor to report that the pile-driving machine was withdrawn by order yesterday, and sent to Pawnee Landing.

The work is to be resumed, I understand, but at what time I am unable to report, perhaps in a week or two. The detachment of troops are at Legaréville, and I have left the *Marblehead* off that town for their protection; it is probable they will be withdrawn till work is resumed on the Stono. I have the honor to report all well and quiet in these waters.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Comdg. S. Atlantic Blckdg. Squadron, off Charleston, S. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, requesting proper accommodations ashore for the sick.

No. 316.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, December 18, 1863.

SIR: I enclose herewith certain papers from the fleet surgeon (316 A and B) relating to the accommodation of the sick from this squadron.

The system which I found in operation on coming here was one of those drains on the personnel of the squadron that was sapping its efficiency.

Whenever officer or man became more than unwell he expected to be sent north for treatment, and the medical officers appeared to consider this the proper disposition of cases that might not yield to immediate treatment, I judge, from the results of survey, which, with but a single exception, so advised.

The purpose was good to relieve our vessels of useless persons, but its execution was soon so extended as to become a serious evil.

Impressed with the absolute necessity of a change in this respect, I have endeavored to effect it, and have refused to recognize that our sick were not to be cured just as was the case in former times.

In pursuance of my wishes the fleet surgeon has endeavored to procure quarters in Beaufort for the most serious cases.

The medical authorities of the Army have very kindly offered some accommodation, but a charge of 75 cents per day is exacted from each person, there being no authority to charge it to the Navy Department. I think this should be allowed, and the ration credited to the medical department of the Navy.

I would earnestly recommend, therefore, that authority be given to provide proper accommodation ashore for our sick, because it is to the interest of the United States to check the practice that has prevailed, and which, with other causes, has contributed to deplete the force of this squadron.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the loss of men by drowning.

No. 318.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 18, 1863.

SIR: I have to regret the loss of several men by drowning yesterday in the breakers of the bar.

The boat of the *Clover* was incautiously put across the breakers, though previously warned against doing so, and capsized. The boat of the *Mangham*, which had just crossed, going out, put back and picked up the boat's crew, but, by some unexplained cause, lost the plug, was filled, and swamped. Two tugs sent boats to the rescue and were also capsized; so that, in a brief space, 24 officers and men were adrift in a sea breaking heavily.

By this time my own barge reached the spot, and picked up 15 officers and men; 2 were picked up by the *Sanford's* boat; 1 officer and 5 men were not rescued and must have been drowned.

Such accidents are always painful, and yet they are a part of the necessary experiences that our present duties and the season entail.

The winter time is now upon us, and our good people can not be aware of the hardships that follow close watches by day and night of a rebel enemy, who is rendered almost desperate.

I would also take the occasion to note the value of a well-modeled boat. My barge, with a crew of 13 men, was able to bring off in safety 15 comrades who might otherwise have perished. Some of the boats of late build have the defect of not being high enough in the gunwale, and the rowlocks, instead of being framed in as formerly, are of metal and liable to be unshipped in a surf at a critical moment. I hope that no more of such will be sent here.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—Since writing the above, two bodies have come ashore and have been interred.

I transmit herewith a list of the boats' crews that were capsized (marked "A 318").

[Endorsement.]

The boats of the tugs, on account of their size, can not be as efficient as the admiral's barge. It is not usual in small boats to have the washboard to the top of the rowlock, but it can readily be added.

[Enclosure A 318.]

Boats' crews capsized December 17, 1863.

George Mangham.—John Collins, jr., acting master, commanding; J. G. Holland, assistant paymaster; Edwin J. Thomas, coxswain; Joseph H. Fernald, ordinary seaman; James Kelly, ordinary seaman; Michael Deasey, ordinary seaman; John Leonard, landsman.

Geranium.—David Lee, acting master's mate; James Norton, boatswain's mate; George Bouger, captain hold; John Dunne, ship's cook; George Russell, boy, lost.

Clover.—Thomas H. Davis, acting master's mate, lost; William Miller, seaman, lost; J. Steele, ordinary seaman, lost; William Dalton, landsman; William Jackson, landsman.

Oleander.—A. P. Bashford, acting ensign; Frank Brown, landsman, lost, body recovered; Benj. Brown, landsman, lost; Kit Jenkins, landsman; Manuel White, landsman; Toby Howard, landsman.

Total in boats	23
Survivors	17
Lost, 1 officer and 5 men	6

Report of Lieutenant-Commander Johnson, U. S. Navy, regarding the position of the U. S. S. Dai Ching.

U. S. S. UNADILLA,
Tybee Roads, Georgia, December 19, 1863.

ADMIRAL: I have the honor to report the arrival of the U. S. S. *Dai Ching* in these roads to-day, under orders to report for blockading duty in Savannah River.

I have stationed her in a position which effectually commands the entrance to New River and the Calibogue Sound. The bottom gives

good holding ground, with 18 feet on the lowest tides and ample room to swing to her anchor.

Should the rebel ram *Savannah* attempt a passage by the fort she will have two channels available for retreat, and in heavy winds can run down in the main Ship Channel if necessary, near the *Unadilla*.

I feel confident, with the present arrangement of the two vessels, that access to and from Savannah at this point by the river, and the smaller inlets to its channel will not be possible.

Two more deserters (Irish) from a picket station below Thunderbolt battery arrived yesterday. They bring no additional news.

All the information lately received from these sources relative to the expectation of blockade runners and the two small vessels watching an opportunity to run to seaward has been promptly communicated to Lieutenant-Commander Luce, senior officer in Wassaw Sound.

I am, very respectfully, your obedient servant,

A. W. JOHNSON,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Report of Ensign Johnson, U. S. Navy, giving notes of observations made from Battery Gregg.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 20, 1863.

SIR: I have the honor to make the following report of notes taken from Battery Putnam [Gregg] this day:

The sea was smooth and the atmosphere clear and I had a fine view.

The ship which yesterday was alongside the northeastern wharf [Cooper River] has been anchored in the stream.

I do not think the new ironclad has been launched, as one can be seen plainly upon the ways. She appears to be nearly completed, plated, etc., her hull entirely plated, but a large number of men at work upon the casemate plating.

Above this dock there is a vessel, but she has not the appearance of any of their ironclads; appears to have shears raised upon her decks; her decks are flush fore and aft, and no plated house on deck, as the others appear to have.

One of the ironclads got underway and steamed up to the wharf abreast St. Philip's Church.

The piling appears to be very much broken up, and in some places entirely gone.

The obstructions near Fort Sumter have been thinned out very much during the last gale. I could see distinctly two clusters of buoys, one with 11 and the other with 8 buoys, but otherwise they are very irregular and scattering.

The rebels appear to be very busy upon the Sullivan's Island batteries, and were taking a heavy gun along the beach toward Breach Inlet.

The débris about Sumter has washed away very much.

I have the honor to be, very respectfully,

MORTIMER L. JOHNSON,
Ensign, U. S. Navy.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the effect of stormy weather upon the obstructions in Charleston Harbor.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 21, 1863.

SIR: Since my last communication nothing of particular interest has occurred.

Our batteries on Morris Island are quiet and the rebel batteries equally so.

For ten days subsequent to the disaster of the *Weehawken* the weather was wretched, with the exception of a single day—wind, rain, and a heavy sea having prevailed in different combinations; one result of which has been to wash down a quantity of obstructions from the upper harbor, much to the discomfiture of the rebels, no doubt, not only depriving them of the aid they expected to derive from such means, but disclosing to us obstructions of another and more formidable character than those which we were aware of.

The quantity was very considerable, and besides those made of rope, which were well known to us, there were others of heavy timber, banded together and connected by railroad iron, with very stout links at each end.

I can not undertake to say how these parts were combined, for, when I saw the timber in the channel, the iron connections were not visible, and when I saw the latter ashore, the timber had been cut up for firewood.

But the solidity and strength of the wood and iron were obviously so great that they must have proved formidable obstructions to encounter.

This is another instance of the secrecy with which the rebels create defenses; for although some of the deserters have occupied positions more or less confidential, not one of them has even hinted at obstructions of this kind, while, on the other hand, the correspondents of our own papers keep the rebels pretty well posted in our affairs.

The rebels confine their activity to the works on Sullivan's Island, where they labor assiduously eastward from Moultrie, evidently convinced that our attack will be direct on this island.

They are also progressing with the new ironclad, which has advanced to the plating, but I consider the distance too great to be sure of this.

The *Fulton* passed here on the 18th, and the next day I received a telegram from the Navy Department, forwarded by Johnson & Higgins, relative to the raising of the *Weehawken*. Just at this time (19th) Captain Bennett, the agent of Johnson & Higgins, called to state that he had arrived with two schooners to commence work on the *Keokuk*. I informed him that his principals had undertaken to raise the *Weehawken*, and at once offered assistance, which would have put him in operation the next day (20th); but he has chosen his own course, and I only fear will lose the opportunity of smooth water, that can not be expected to endure long.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, giving precautions against injury to monitors.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 21, 1863.

The winter season is upon us, and some further precautions will be needed to guard against even the probability of danger to the monitors.

In addition, therefore, to the order of December 3, it is now directed—

1st. That on the appearance of bad weather the monitors will not advance up the harbor to the usual picket station, but will be drawn together at the moorings provided for them.

2d. The hatch over the windlass room is always to be down and secured at night, and in the daytime when the sea comes freely on the deck. In the latter case the berth-deck hatch is also to be closed, and in good season, so that no water may be allowed to find its way below.

3d. Close watch is to be kept on the accumulation of water in the chain locker and forehold, the depth of which is to be ascertained and logged every hour.

4th. The engineers will endeavor to have the pumps draw directly from the forehold, and recommend further measures, if needed, for this purpose.

5th. The trim of the monitors is also to be so regulated as to prevent the water from tending forward, and the bow sufficiently down to avoid the action of the sea over the overhang.

6th. If, with every care and effort, it should be found impracticable to throw off the accumulation of water forward, the monitor must be moved into shoal water and out of reach of the rebel batteries.

7th. Fleet Captain Bradford will have the present moorings replaced by those of a heavier description.

8th. Reports will be made promptly to me of any unusual occurrence in the condition of a monitor.

9th. And when the flag is not within convenient reach, the senior officer of the ironclads, who may be above, will give attention to whatever may concern the safety of the monitors, as well as the commander of the monitor.

In addition to the above, when there is much sea, the number of picket boats will also be limited to such as come from vessels within the bar, and these are not to be exposed to a heavy sea, unless, in the judgment of the monitor on picket, it may be expedient.

Respectfully, JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Durand, U. S. Navy, to assume command of the U. S. S. Philadelphia.

FLAGSHIP PHILADELPHIA,
Off Morris Island, December 23, 1863.

SIR: You are hereby detached from the command of the U. S. S. *Mohawk*, and will report to Fleet Captain Bradford for the command of this vessel.

Very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Acting Master GEO. R. DURAND,
Commanding U. S. S. Mohawk.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting picket reports.

No. 336.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 23, 1863.

SIR: I transmit herewith the picket reports of yesterday, which will give the Department some idea of the observation which I maintain day and night on the rebels.

Their solicitude is evidently for Sullivan's Island, as if they anticipated the weight of an attack there.

They are more cautious, also, than formerly, especially in meddling with our picket boats, which they seldom chase far from Moultrie, but return quickly, and occasionally, during the night, open from their batteries as if to disturb and drive in our channel pickets.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

FLAG-STEAMER PHILADELPHIA, *December 22, 1863.*

SIR: I have the honor to submit the following memorandum report of observations taken from Fort Putnam [Gregg] this day:

The work upon the new ironclad is still progressing; some thirty men at work upon her casemates.

The débris about Fort Sumter has been very much washed away and the walls are nearly perpendicular.

A party of men are taking a heavy gun from Fort Moultrie in the direction of Breach Inlet.

I have the honor to be, very respectfully, your obedient servant,
MORTIMER L. JOHNSON,
Ensign, U. S. Navy.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

U. S. IRONCLAD CATSKILL,
Off Morris Island, December 22, 1863.

SIR: I have to report that the picket last night consisted of the monitors *Catskill* and *Nahant*, tugs *Dandelion* and *Clover*, and six boats.

The night was still, with clear moonlight. At midnight Fort Moultrie and the batteries on James Island opened fire, and for over an hour shelled the waters patrolled, principally with mortars. At 3 a. m. Fort Moultrie fired six or seven ricochet shots over the same space.

Nothing unusual was seen during the night.

I have the honor to be, sir, very respectfully, your obedient servant,
WILLIAM GIBSON,
Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, forwarding sample of iron fastening from the obstructions in Charleston Harbor.

No. 337.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 24, 1863.

SIR: I transmit by the *Massachusetts* a sample of the iron fastenings which connected the heavy timber floats that came down in some of the recent gales, and no doubt constituted a line of rebel obstructions unknown to us previously.

It is a section of rail, some 20 feet long, with two heavy links at each end.

I have the honor to be, very respectfully, your obedient servant,
JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

Said to have been landed at Fort Monroe. It has been sent for.

Attack on the U. S. S. Marblehead by Confederate batteries in Stono River, December 25, 1863.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting additional reports.

No. 343.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 27, 1863.

SIR: I enclose herewith reports in relation to an attack made by the rebels upon the *Marblehead* (Christmas morning), lying in Stono, which was repulsed by the *Marblehead*, *Pawnee*, and schooner [*C. P.*] *Williams*.

It will be seen that Lieutenant-Commander Meade acted with promptness and vigor, and that the whole defense was highly creditable.

I beg leave to endorse the recommendations made in his report.

The casulties of the *Marblehead* were 3 men killed—Robert Brown, Lorenzo D. Snow, Joseph Phillips—and 4 wounded—Charles Moore, Alexander Henderson, John Hackett, and Charles Semmes.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Balch, U. S. Navy, commanding U. S. S. Pawnee.

U. S. STEAM SLOOP PAWNEE,
Off Legaréville, S. C., December 25, 1863.

ADMIRAL: I have the honor to submit the following report of the action of to-day with the batteries on John's Island, in which all the naval force was engaged:

At 6.20 a. m. a sharp fire from several batteries was opened on the *Marblehead*, Lieutenant-Commander R. W. Meade, jr., commanding, at distances from 800 to 1,200 yards, to which she replied quickly and most vigorously.

I have already transmitted the report of Lieutenant-Commander Meade, as also that of the surgeon.

At 6.25 this ship got underway, and at 6.35 opened fired on the rebel batteries from the 100-pounder rifle and her starboard battery, and taking an enfilading position near the mouth of the Kiawah, we dropped anchor, swung round to the tide, and opened a rapid fire from her port battery.

At 7 the *C. P. Williams*, Acting Master S. N. Freeman, commanding, under her energetic and skillful commander, had, immediately on hearing the enemy's guns, slipped her cable, came down the Folly River under sail, and opened fire handsomely. Acting Master Freeman's report is herewith transmitted.

The rapid fire from the three vessels engaged soon caused the enemy to retreat. On discovering this I weighed anchor and directed Acting Master Freeman to work up to Legaréville and to keep up a fire from his guns. At 7.30 the enemy had retreated in disorder, leaving two guns in the batteries.

I proceeded in the *Pawnee* off Legaréville, receiving the verbal report of Lieutenant-Commander Meade as to his loss in killed and wounded and the damages to his vessel.

I desire to bear my testimony to the skill and bravery of Lieutenant-Commander Meade, who, under a sharp fire, worked his battery in a most rapid manner and handled his vessel admirably.

Acting Master S. N. Freeman, commanding the *C. P. Williams*, who, though in a sailing vessel, and stationed 4½ miles from the scene of action, slipped his cable, came down under sail, and handsomely participated in the engagement.

My officers and crew merit my warm commendation for their coolness and good gunnery, and I take pride in thus testifying to their usual bearing in presence of the enemy, and I deem it but an act of justice to state that I am indebted to Lieutenant John W. Philip for his zeal and ability in the discharge of his duties.

Soon after anchoring at Legaréville, General Gordon, commanding the troops on the south end of Folly Island, came up the river, and after ascertaining that the rebel shells had done no harm to the troops in Legaréville, came on board and offered, if I would cover the advance, he would send an infantry force and endeavor to bring off the guns which the enemy had left. I, of course, agreed to this proposal and the troops advanced; found 2 guns, 1 dying rebel, 6 dead horses, intrenching tools, knapsacks, etc., and everything denoting that the enemy had made a precipitate retreat.

Whilst the troops were engaged in making the reconnoissance, I sent Acting Master Champion and Acting Master's Mate J. G. Bache by one of the creeks to ascertain if it were possible to get the guns off by water.

General Gordon informed me of the result of the reconnoissance, which is substantially as stated above, and that it was impossible to get the guns off by his troops on account of the difficulty of transporting them, the enemy being in heavy force in sight, and night coming

on. He directed the officer in command, by signal from this ship, to disable the guns and fall back.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Morris Island.

Additional report of Commander Balch, U. S. Navy, transmitting reports from the U. S. S. Marblehead.

U. S. STEAM SLOOP PAWNEE,
Off Legaréville, S. C., December 25, 1863.

ADMIRAL: The enemy opened fire this morning at 6 on the *Marblehead.* She lost 3 killed and 4 wounded.

The *Pawnee* and *C. P. Williams* got underway instantly and proceeded into action, taking up an enfilading position, and the enemy retreated with four pieces. I enclose for your information Lieutenant-Commander Meade's report, as also that of the surgeon. I enclose the expenditure of ammunition on board the *Pawnee*, and beg leave to state that at General Gordon's request I am here for the purpose of covering our troops, who will soon advance and endeavor to capture guns which we suppose the enemy have left.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Comdg. South Atlantic Blockdg. Squadron, off Morris Island.

Report of Lieutenant-Commander Meade, U. S. Navy, commanding U. S. S. Marblehead.

U. S. STEAM GUNBOAT MARBLEHEAD,
Off Legaréville, Stono River, December 25, 1863.

ADMIRAL: I have the honor to report that the enemy on John's Island opened fire on us at 6 o'clock this morning from two batteries of field and siege artillery, posted advantageously in the woods. At the time the enemy opened fire the vessel had steam only on the port boiler, as the bad leak in the starboard one had rendered it necessary to haul the fires under that boiler.

We replied vigorously to the enemy, and, slipping the cable, took a position nearer their guns, in which, after a sharp contest of an hour, the enemy retired in disorder, leaving one gun and caisson behind them. It is reported that they abandoned two guns.

Both officers and men of this vessel behaved admirably, and, though the vessel was struck over twenty times and was much cut up aloft, on deck, and in personnel, stood to their guns until the enemy retired discomfited from theirs.

I have to commend the gallantry and good service of Acting Ensign George F. Winslow and the officers of the two gun divisions. William Farley (boatswain's mate), captain of the XI-inch gun, behaved in the

most gallant manner, animating his men and keeping up a rapid and effective fire on the enemy. I trust you will take suitable notice of this man's conduct. He deserves the medal of honor. James Miller (quartermaster) behaved gallantly, and Joseph Bouden (sailmaker's mate), a prisoner at large, behaved so well in the action that I am induced to hope that the Department may overlook the grave offense for which he was tried by court-martial recently. Robert Blake, a contraband, excited my admiration by the cool and brave manner in which he served the rifle gun. The enemy's fire was very effective, and the vessel is badly cut up aloft (losing maintopmast) and on deck; has several shot in the hull and one or two in the foremast, and has lost 3 men killed and 4 wounded, one seriously. The surgeon's report is herewith enclosed. The report of ammunition expended is also enclosed, by which you will observe that a rapid fire was kept up. The loss of the enemy must have been very considerable at our short range, as the abandonment of their artillery proves.

The *Pawnee*, which when the action commenced was at anchor in the inlet, took an enfilading position on the Kiawah River, and by her fire contributed greatly in demoralizing the enemy and forcing him to retreat. The mortar schooner also came down and joined in the action.

In conclusion, I have again to commend the good conduct of everyone on board. Their courage was so well displayed that the enemy, who had doubtless counted on disabling us, were forced to retire (without effecting their object) in confusion and ignominy.

Very respectfully, your obedient servant,

RICHARD W. MEADE, Jr.,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral JOHN A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Fleet.

Report of Assistant Surgeon Kidder, of the U. S. S. Marblehead.

U. S. GUNBOAT MARBLEHEAD,
Off Legaréville, S. C., December 25, 1863.

SIR: The following is a list of casualties received in action this morning:

Killed 3.—Robert Brown, captain forecastle; Lorenzo D. Snow, ordinary seaman; Joseph Phillips, ordinary seaman.

Wounded 4.—Charles Moore, landsman, in scalp; Alexander Henderson, landsman, contusion of thigh; Charles Semmes, landsman, contusion of foot; John Hackett, coal heaver, seriously, in thigh.

Respectfully, etc.,

B. H. KIDDER,
Assistant Surgeon.

Lieutenant-Commander RICHARD W. MEADE, Jr.

Charles Moore (landsman), wounded in the action, returned to his quarters until so exhausted by loss of blood that he had to be taken below.

RICHARD W. MEADE, Jr.,
Lieutenant-Commander.

Report of Lieutenant-Commander Meade, U. S. Navy, transmitting list of damages sustained by the U. S. S. Marblehead.

U. S. STEAM GUNBOAT MARBLEHEAD,
Off Legaréville, S. C., December 26, 1863.

ADMIRAL: I enclose herewith a list of the damages sustained by this vessel in the action of yesterday, which resulted in the utter defeat of the rebels. You will observe that the vessel has been badly cut up; her foremast is wounded; she has 12 shot in the hull (1 between wind and water); 18 shot struck in the upper works and aloft. We have one 30-pounder shell which lodged in the steerage and did not explode, showing that the rebels had something heavier than mere fieldpieces.

The loss of the enemy it is, of course, impossible to ascertain, though, judging by subsequent results ascertained, it must have been heavy. We know that they abandoned on the field (as our troops ascertained) two 24-pounder guns and caissons, 6 dead horses, 72 shovels for intrenching purposes, 1 dead man, and a large number of knapsacks and accouterments, indicating a rapid and disordered flight.

I think we have every reason to believe that they were punished severely. Our fire was most rapid and effective; fortunately only two days ago I received a new set of trucks for XI-inch gun and it worked admirably. The action was fought within a range of 800 yards until the enemy flinched from his guns.

The executive officer particularly commends the good conduct and bravery of Wendell Lennan (boatswain's mate) and Samuel Pearce (messenger boy). Where all behaved well, it is almost impossible to particularize. I can only say that, under God, to the bravery of the officers and men of the *Marblehead* is owing a result so highly creditable to the Navy.

Very respectfully, your obedient servant,

RICHARD W. MEADE, Jr.,
Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN, U. S. Navy,
Comdg. South Atlantic Blockdg. Fleet, off Charleston, S. C.

[Endorsement.]

Forwarded; and I deem it but proper to testify to my satisfaction in ascribing all due credit to the Almighty, but I must, in justice to the efficient services rendered by the *Pawnee* and *C. P. Williams*, dissent from this claim of the *Marblehead*, which vessel, however well she may have done her duty, as she undoubtedly did, can not lay sole claim to such "a result so highly creditable to the Navy," especially as it was observed that the enemy's fire did not cease or diminish until the *Pawnee* and *C. P. Williams* got into position; and to the combined effect of the three vessels engaged, an undoubted claim may be laid as highly creditable to the Navy.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

[Enclosure.]

List of damages sustained by the Marblehead during the action of December 25.

U. S. STEAM GUNBOAT MARBLEHEAD,
Stono River, South Carolina, December 25, 1863.

Boatswain's department.—Starboard fore-topmast backstay shot away; both fore vangs shot away; fore bunt jig shot away; topsail

tack shot away; lightning rods shot away on both masts; tricing lines of boarding nettings shot away; port fore swifter and forward shroud badly injured; starboard fore swifter and forward shroud badly injured; starboard square-sail lift shot away; fore peak halyards shot away; port buntline and leach line shot away; main peak halyards shot away; forward starboard maintopmast shroud shot away; after port maintopmast shroud shot away; port maintopmast backstay shot away; both middle fore brails shot away; one awning stanchion shot away and boarding netting cut.

Carpenter's department.—Maintopmast shot away about 15 feet above the cap; heel of foretopmast shot away, head of foremast injured, and a shot in the foremast about 5 feet above the deck; a shot struck the ship in the waist, about 3 inches above the water line, passing through the ship's side, tearing away two berths on the starboard side, tearing up five deck plank, and then tearing away two berths on the port side of the steerage; a shot passed through the forward port hammock rail, striking the starboard bitt and passing out through the starboard plank-sheer; three more shot striking the ship amidships, about 3 feet above the water line, splintering the plank badly and opening the seams for several feet; three shot striking the bridge, damage slight; four more shot passing through the rails, doing considerable damage; several other shot struck the ship's hull, but did no damage.

Gunner's department.—One vent bit lost; four breechings for broadside guns carried away; four breeching bolts drawn from their sockets; one pikestaff shot away; one rammer stave shot away; three vent pads lost.

Respectfully,

RICHARD W. MEADE, Jr.,
Lieutenant-Commander.

Report of Acting Master Freeman, U. S. Navy, commanding U. S. schooner C. P. Williams.

U. S. SCHOONER C. P. WILLIAMS,
Stono River, December 27, 1863.

SIR: On the morning of the 25th December, at 6:20 a. m., the officer of the deck reported the enemy had opened fire on the *Pawnee* and *Marblehead*, who were lying in the Stono River, opposite Legaréville. I could not see them at the time, as it was scarcely light and the atmosphere hazy. I immediately gave the order to slip cable, made sail, and proceeded with all possible dispatch to the scene of action. At 6:55 a. m., when within range, I opened fire on the enemy, at the same time bearing down on the *Pawnee* to receive my orders from Commander Balch, senior officer present. He said that the enemy had commenced a retreat, and ordered me to work my vessel up the Stono, and to use my guns to the best advantage on the enemy. This order I executed to the best of my ability, and with all the dispatch possible with a sailing vessel in a narrow reach, and using my guns as directed by senior officer (Commander Balch). About half past 8 or 9 a. m. I came alongside the *Pawnee* and was ordered by Commander Balch to drop astern within hailing distance and anchor. I subsequently received orders from him to open a slow fire with my mortar on a piece of woods from which the enemy had retreated. On this I

expended twenty shell, all of which exploded. The conduct of officers and men was very satisfactory to me, they paying strict attention to their respective duties and performing them with alacrity. I enclose the executive officer's report of the firing.

Very respectfully, your obedient servant,

S. N. FREEMAN,
Acting Master, Commanding.

Commodore G. B. BALCH,
Senior Officer Present, Stono River, South Carolina.

[Enclosure.]

U. S. MORTAR SCHOONER C. P. WILLIAMS,
Stono River, December 25, 1863.

SIR: I would respectfully beg leave to make the following report of firing on board this vessel:

Rounds fired December 25.—32-pounder, 18; mortar, 20; 20-pounder rifle, 15; 24-pounder howitzers, 10.

Hits by the enemy.—None.

Distance.—From 1,500 to 1,000 yards.

Object.—Enemy's artillery.

Very respectfully, your obedient servant,

J. COCHRAN,
Executive Officer, Acting Ensign.

Acting Master Commanding S. N. FREEMAN.

Report of Commander Balch, U. S. Navy, transmitting report of Lieutenant-Commander Meade, U. S. Navy, regarding the removal of abandoned guns from John's Island.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, December 29, 1863.

ADMIRAL: I have the honor to transmit herewith the accompanying report of Lieutenant-Commander R. W. Meade, of the *Marblehead*, in relation to the bringing off of two of the enemy's guns left in the batteries on John's Island in the action of December 25, instant.

Lieutenant-Commander Meade's report is full and explicit, and no duty remains for me to perform but to bring to your favorable notice Lieutenant-Commander Meade's admirable performance of his duties, as also that of his command.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Comdg. South Atlantic Blockading Squadron, off Morris Island.

Report of Lieutenant-Commander Meade, U. S. Navy, regarding the removal of guns.

U. S. STEAM GUNBOAT MABLEHEAD,
Off Legaréville, S. C., December 28, 1863.

SIR: In obedience to your verbal order of this date, I have the honor to report the result of the expedition, under my command, sent to capture and bring off the guns abandoned by the enemy in the action of

25th instant. I had previously, by your order, made a reconnoissance of the ground and had ascertained the feasibility of the project.

The expedition consisted of 3 boats, 3 officers, and 50 men from the *Pawnee;* 4 boats, 4 officers, and 20 men from this vessel, and 1 officer and 12 men from the *C. P. Williams.* Total, 8 boats, 8 officers, and 82 men, of which 22 were marines, under Sergeant W. Frederickson, of the *Pawnee.*

A rough plan of the ground and of the rebel earthworks is herewith enclosed.* They are field works of great strength, and the loss of the enemy must have been great to have caused their abandonment.

Upon reaching the earthwork, near the bayou which flows south, westwardly of Legaréville, I directed Acting Ensign Thomas Moore to take the men of the *Pawnee*, get the nearest gun into the *Pawnee's* cutter, and destroy the carriages, and then to come to the assistance of the rest of the expedition. I have to commend this officer for the celerity and efficiency with which he performed his work.

With the remainder of the men I proceeded half a mile to the northward, to the other two rebel works. The marines were thrown well out in advance as pickets, to prevent surprise. The gun in the most northern work being dismounted, it proved an immense labor to raise it and lash it on the siege carriage; the trail of the carriage was then lifted by the main force of 30 men onto the 12-pounder howitzer carriage, brought for the purpose, and lashed there. A rude wagon was thus formed.

It being impossible to drag the gun through the marsh (knee deep in stiff mud), which was the way we came, a detour of over a mile was necessary. Plank was laid along the edge of the marsh and the gun was hauled with great exertion to the bayou and gotten into the *Marblehead's* launch. Lieutenant [Acting Ensign] Moore, having finished his part of the work, came gallantly to our assistance, and it required the united force of the whole expedition, except the marines and boat keepers, to drag the guns to the bayou. The carriages and rest of the equipage were tumbled down the embankment into the deep stream.

Nothing of importance was left behind. The expedition was a perfect success. The boats entered the creek at 2:10 p. m., and shoved off with the guns (two 8-inch siege howitzers, weighing about 3,000 pounds each) at 4 p. m. The conduct of officers and men was everything to be desired. Volunteers for the work, they vied with each other in zeal and labored with a will. The Navy has reason to be proud of such men. I have the honor to commend the coolness and good service of Ensign Henry Glass (signal officer). Acting Ensign Thomas Moore and Acting Master's Mate J. G. Bache, of the *Pawnee*, rendered most efficient service. Acting Ensign G. A. Harriman, Assistant Surgeon B. H. Kidder, Third Assistant Engineer A. P. Sutherland, and [Acting] Assistant Paymaster James Winter, all volunteers from the *Marblehead*, and Acting Ensign J. Cochran, of the *C. P. Williams*, also rendered efficient service. These gentlemen can not be too highly commended. The conduct of the blue jackets, and especially of the marines, was excellent.

After the destruction of the enemy's property was complete, and not until then, was the order given to fall back on the boats. The expedition returned in good order, and the rebels can boast two guns less than they had December 24, 1863.

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* Not found.

From the 8-inch gun brought to the *Marblehead*, and which was loaded, a cylindro-conical projectile (with soft metal base), weighing 100 pounds, was drawn. Both shell and fuze I have preserved for the Bureau of Ordnance.

Very respectfully, your obedient servant,

RICHARD W. MEADE, Jr.,
Lieutenant-Commander, U. S. Navy, Commanding Marblehead.

Commander G. B. BALCH,
Commanding U. S. S. Pawnee, and Senior Officer in Stono.

Report of Lieutenant-Commandor Meade, U. S. Navy, making correction in statement regarding the captured guns.

U. S. STEAM GUNBOAT MARBLEHEAD,
Stono River, South Carolina, December 30, 1863.

ADMIRAL: My report of 26th stated that the guns abandoned by the rebels in the action of the 25th were 24-pounder guns. This statement was based upon information derived from General Gordon. Since that report was handed to Commander Balch to forward, an expedition under my command captured and brought off the guns. They prove to be 8-inch seacoast howitzers, weighing 2,650 pounds each, and throw shot of 69.5 pounds weight. I request that this correction may be made in my report of the 26th instant.

Very respectfully, your obedient servant,

RICHARD W. MEADE, Jr.,
Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Fleet.

Commendatory letter from Rear-Admiral Dahlgren, U. S. Navy, to Commander Balch, U. S. Navy, commanding U. S. S. Pawnee.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 27, 1863.

SIR: I have received the reports of yourself and Lieutenant-Commander Meade, in relation to the action begun by the rebels on the 25th.

The promptness and vigor with which the rebels were repulsed is highly creditable to yourself and Lieutenant-Commander Meade, as well as to all engaged.

The accounts will be duly transmitted to the Department.

Meanwhile please accepts my thanks to yourself, Captain Meade, and the officers and crews of the vessels engaged.

As the *Marblehead* needs repair, I have ordered the *Cimarron* up to Stono to relieve her.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Commander GEO. B. BALCH,
Comdg. U. S. S. Pawnee, Senior Officer Present, Stono River.

Commendatory letter from Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Meade, U. S. Navy, commanding U. S. S. Marblehead.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 27, 1863.

SIR: I have received your report of the attack made by the rebels on the vessel you command, and was gratified to learn that they met with such a vigorous reception from the *Marblehead*.

Your report will be transmitted to the Navy Department, with my endorsement of your recommendations.

It is not in my power to promote Acting Ensign Winslow; and the officers of gun divisions you do not mention, but if you consider Farley and Miller suitable for appointments as master's mates, I will transmit them. Blake may be rated as seaman.

Accept my thanks for yourself, officers, and crew.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Lieutenant-Commander R. W. MEADE,
Commanding U. S. S. Marblehead.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting recommendations for promotion of certain officers and men of the U. S. S. Marblehead.

No. 1.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 4, 1864.

SIR: I transmit herewith a communication from Lieutenant-Commander Meade, recommending for promotion and advancement those officers and men of the *Marblehead* who particularly distinguished themselves during an engagement with the rebels in the Stono River on the morning of the 25th December.

I have given the appointment of master's mates to boatswain's mate William Farley and Quartermaster James Miller, subject to the approval of the Department, and in conformity with circular of October 7, and have advanced Acting Master's Mates Frank Millett and B. O. Low to the grade of acting ensigns with the same proviso.

I respectfully recommend that Acting Ensigns George F. Winslow and George A. Harriman be promoted to the grade of acting master for gallant conduct under a severe fire of the enemy.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Meade, U. S. Navy, making recommendations for promotion.

U. S. S. MARBLEHEAD,
Stono Inlet, January 1, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your letter of December 27, transmitting your thanks for the repulse of the rebels in their attack on this vessel Christmas morning.

I beg leave to assure you that I, as well as my officers and men, feel deeply grateful to you for the handsome compliment you have paid us for simply doing our duty, and, as far as lies in our power, you shall never have cause to change the opinion you have formed of us.

I most respectfully recommend that my executive officer, Acting Ensign George F. Winslow, be advanced a grade for gallant conduct. I assure you he well deserves it.

Both William Farley, boatswain's mate, and James Miller, quartermaster, will, in my judgment, make very good master's mates. They are both good seamen, and though Farley has never served in a square-rigged vessel, he has never been found wanting in the *Marblehead*. His cool and splendid courage under heavy fire and in a trying moment, his accurate gunnery as captain of XI-inch pivot, will ever be held in grateful remembrance by his commander and officers, and well deserve reward.

The officers of the gun divisions, not mentioned by name in my first dispatch, are as follows:

First division, Acting Ensign George A. Harriman and Acting Master's Mate Frank Millett.

Second division, Acting Master's Mate B. O. Low.

All of these gentlemen have my hearty commendation. Mr. Millett informs me that he has been going to sea since 1859, and Mr. Low has been two years in the Navy.

Very respectfully, your obedient servant,

RICHARD W. MEADE, JR.,
Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Fleet.

Report of Lieutenant-Commander Meade, U. S. Navy, requesting the Department's instructions regarding the disposition of trophies.

U. S. STEAM GUNBOAT MARBLEHEAD,
Navy Yard, New York, January 25, 1864.

SIR: The following trophies of the action between this vessel and the rebel batteries of twelve guns and nearly 400 men, fought near Legaréville, on Stono River, South Carolina, Christmas last, are on board of this vessel awaiting the pleasure of the Department as to their disposition:

One 8-inch siege howitzer, one 30-pounder rifle caisson box, one VIII-inch shell, smoothbore; one 30-pounder rifle shell, lodged in ship; one 12-pounder rifle shell, lodged in ship; one 10-pounder rifle shell, lodged in ship.

The other howitzer, captured and brought off by the expedition under my command, was transferred to the U. S. S. *Pawnee* by Commander Balch's order. The rifle caisson box was brought off by me in the gig when the reconnoissance of the rebel position was made. It was found inside of one of their four earthworks. Their works were fieldworks, planked, and ditched open to the rear; the parapet of each work was over 6 feet wide.

Very respectfully, your obedient servant,

RICHARD W. MEADE, JR.,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Extract from journal of operations kept at Confederate headquarters, Charleston, S. C.

December 25, 1863.—As previously arranged, our batteries on the Stono having been completed and everything in readiness, fire was opened on the Federal steam gunboat *Marblehead* at daylight this morning, lying about 300 yards from the wharf at Legaréville Landing. The enemy's force on land was about 200, not in the village, but on a little island, with a narrow defile leading to it. Colonel P. R. Page determined to attack with a field battery and the infantry, but to do so waited for our siege guns to drive the gunboat from the wharf. She did not open fire for twenty minutes after our fire commenced. Our fire was kept up for about an hour at 1,000 yards distance, without making the least impression, or, as Colonel Page thinks, even hitting her at all.

In the meantime the *Pawnee* and a mortar boat ran up the Kiawah and opened fire on the flank and rear of our lower batteries, killing 1 private, severely wounding 5 others (2 supposed mortally), and killing 8 horses. Colonel Page instantly withdrew and fell back, the infantry to Roper's and the artillery to Walpole's. General Wise having arrived at the latter place, and learning from Colonel Page that the body of 1 private and 2 heavy howitzers had been left on the ground, in consequence of the loss of the horses and wheels, ordered him to regain them if possible to-night.

Report of Colonel Page, C. S. Army, regarding the result of the attack.

HEADQUARTERS,
Walpole's, December 25, 1863.

CAPTAIN: I am sorry to say to the general that the expedition has been a failure.

We opened the attack at daylight this morning according to instructions, the *Marblehead* alone being in Stono. The vessel was never touched by the artillery. The *Pawnee* and a mortar boat soon came up the Kiawah, flanking our lower batteries, and we were compelled to withdraw, with the following casualties in the artillery, as reported by Colonel Kemper: 1 man killed and 5 severely wounded and Captain [Benjamin C.] Webb slightly, 8 artillery horses killed, and 1 ambulance mule from the Twenty-sixth Regiment. There were no casualties in the infantry.

Very respectfully, your obedient servant,

P. R. PAGE,
Colonel, Commanding.

Captain J. H. PEARCE,
Assistant Adjutant-General.

Report of Brigadier-General Wise, C. S. Army, regarding the opening of the attack.

HDQRS. 6TH MILITARY DIST., DEPT. OF S. C., GA., AND FLA.,
December 25, 1863—6:15 p. m.

GENERAL: Every preparation was duly made against Legaréville and the gunboats. The batteries were completed and everything ready and in position by daylight, and our fire opened at the appointed time upon the *Marblehead*, about 300 yards from the wharf of the village landing.

The enemy's force on land was about 200; not in the village, but on a little island, with a narrow defile leading to it. Colonel Page determined to attack with a field battery and the infantry, but to do so waited for our siege guns to drive the gunboat from the wharf. She did not open for twenty minutes after our fire commenced. Our fire was kept up for about an hour at 1,000 yards distance without making the least impression, or, as Colonel Page thinks, even hitting her at all.

In the meantime the *Pawnee* and a mortar boat ran up the Kiawah and opened fire on flank and rear of our lower batteries, killing 1 private, severely wounding 5 others (2 supposed mortally), and killing 8 horses. Colonel Page instantly withdrew and fell back, the infantry to Roper's and the artillery to Walpole's.

On hearing the heavy firing this morning, I hastened in person to the ground and met Colonel Page at the latter place. Learning the above from him, and that 2 howitzers (heavy) and the body of the 1 private were left on the ground, I approved of Colonel Page's resolve before I reached him to remain until to-morrow, and I ordered him to regain, if possible, to-night the guns and the dead. He has rations and forage until Sunday next, the 27th. His official report will be made as soon as the expedition is ended. I regret its failure.

I am, general, your obedient servant,

HENRY A. WISE,
Brigadier-General, Commanding.

General G. T. BEAUREGARD,
Commanding, etc.

[Telegram.]

CHARLESTON, S. C.,
December 26, 1863—11: 30 a. m.

Expedition to destroy two gunboats in the Stono yesterday failed through bad firing of our batteries. We had 1 man killed and 5 wounded; 8 horses disabled. I will try another plan.

G. T. BEAUREGARD.

General S. COOPER,
Adjutant and Inspector General, Richmond, Va.

Detailed report of Colonel Page, C. S. Army.

CHURCH FLATS, S. C., *December 26, 1863.*

CAPTAIN: Having already informed you hurriedly of the result of the expedition to John's Island, I now respectfully submit the following official report:

The infantry, five companies of the Twenty-sixth and five companies of the Fifty-seventh regiments, Virginia Volunteers, aggregate strength 480, moved on the island on Monday, the 21st instant. The necessary details for work were furnished the engineer officer, Lieutenant P. C. Johnson, and all the work that could be done without discovery was completed on the night of the 23d instant.

Lieutenant-Colonel Kemper arrived with his artillery on Wednesday evening, the 23d instant.

On Thursday night the whole force moved down on the peninsula of Legaréville, Major Jenkins' cavalry guarding the approaches to that point.

The lower battery, on Lady's Island (which could not be concealed from the enemy during the day), as well as the necessary leveling for Charles' battery under the hedge, was successfully completed, and the guns and troops all put in position before daybreak on the 25th, in accordance with Special Order, No. 276, Department Headquarters.

The *Marblehead* was the only vessel lying in the river, her position being below the village, between it and the middle battery. As soon as it was fully light the two lower batteries opened on her; the upper battery and Charles' light battery at the same time opened on the village. The *Marblehead* got underway and moved slowly down the river, but seeing the *Pawnee* and another gunboat coming to her assistance returned.

The *Pawnee* was soon in range and took position in Kiawah River, enfilading the lower and middle batteries and the hedge behind which the light artillery and infantry were posted, compelling the withdrawal of the guns from the middle and lower batteries with the loss of two 8-inch howitzers. The circumstances attending the loss of these pieces are stated in the accompanying report of Lieutenant-Colonel Kemper, commanding artillery.

Supposing that the *Marblehead* would be immediately rendered incapable of assisting the troops in the village, and knowing that the enemy's force there consisted of about 150 men stationed on an island, the only approach to which was over a narrow causeway of about 150 yards in length, and were protected from infantry fire by houses, my intention was, as soon as the gunboat was disabled, to advance the two howitzer pieces of Charles' battery with the infantry, and in that way compel their surrender. For these reasons the infantry was not immediately advanced, and seeing that the *Marblehead* was not injured, and, as far as I could judge, not struck, and the *Pawnee* in a short time enfilading us and in position to concentrate her force with that of the *Marblehead*, either on the village or on any point between it and the hedge, I abandoned the attack on Legaréville, as certainly involving the loss of the greater portion of my infantry and as attended with but a bare possibility of success. At this juncture I was in the act of dispatching an order to Lieutenant-Colonel Kemper to withdraw the heavy artillery when I received the announcement, through a courier from him, that he was retiring. I immediately ordered off the light battery, and, following with the infantry, halted at Roper's, near Aberpoolie Bridge. Here I was informed by Lieutenant-Colonel Kemper that he had been compelled to leave at the batteries two 8-inch howitzers.

I ordered Lieutenant-Colonel J. C. Councill, Twenty-sixth Regiment Virginia Volunteers, to remain at Roper's and at night to make an effort to recover them. For this purpose 200 infantry, two field pieces, and Major Jenkins' cavalry was the force assigned. The rest of the infantry and artillery was moved up to Walpole's, where they were encamped for the night. During the afternoon I received intelligence through Major Jenkins that the enemy had landed a force at Legaréville and were advancing up the peninsula. They continued to advance until they covered the approach from Roper's to the batteries. Having no approximate knowledge of their strength, and knowing that

several vessels had come up the Stono, the evident danger of an ambuscade induced me to countermand the order to Lieutenant-Colonel Councilli and to order him to join the main body early this morning. This having been effected, I returned with the infantry and artillery to the main, and pursuant to the provisions of Special Order No. 276, Department Headquarters, ordered the several corps composing the detachment back to the positions from which they marched to the island. In the action on the 25th instant we lost, besides the two 8-inch howitzers, 1 man killed, 11 wounded (2 mortally), 13 horses killed and disabled, belonging to the artillery, and 1 ambulance mule killed.

The enemy, so far as I can ascertain, sustained no loss or injury whatever. The artillery, except Charles' battery, fired badly; this, there is reason to believe, was, in a measure at least, owing to the very inferior quality of the ammunition and want of practice in firing.

I take pleasure in acknowledging the energy and skill exhibited by Lieutenant P. C. Johnson, of the Engineers, in the construction and concealment of the batteries.

Respectfully, your obedient servant,

P. R. PAGE,
Colonel, Commanding Expedition.

Captain JAMES H. PEARCE,
Assistant Adjutant-General.

Report of Major Jenkins, C. S. Army, commanding on John's Island.

JOHN'S ISLAND, 3D SUB-DISTRICT, *December 26, 1863.*

CAPTAIN: After the unsuccessful attack on gunboat *Marblehead* (particulars of which you have doubtless received from officers in charge of expedition), the enemy landed, from a transport, troops at Legaréville at 10 a. m. yesterday. At 3 p. m. they advanced their pickets (about 300), first furiously shelling the field and woods in front of them, which, indeed, they had been all the day doing. They established their line on the second embankment from the village on the Legaréville peninsula, and between us and our batteries, which they occupied. Last night at 12 o'clock I advanced cavalry force to ascertain the then position of the enemy, and found he had withdrawn to embankment nearest village, the hedge near which infantry was posted, and from which Charles' battery in morning had shelled Legaréville and Brown's Island, connected by causeway with village. I then had the batteries scouted and found that the two 8-inch howitzers which had been left (for want of horses to bring them off when Colonel Kemper succeeded in retiring his other guns, under a terrible fire, which had killed several of his horses), had been dismounted, carriages overturned, and the wheels taken off. I do not know whether the guns were spiked, as the vent was down, and we could not move them in the bright moonlight and stillness of the night without risk of attracting attention of the gunboats *Pawnee*, *Marblehead*, and three schooners, which lay immediately in front of the batteries. It had been proposed during the day to recover them at night, but the interposition of the enemy was supposed to be with a view to carry them off and was abandoned as impracticable. An effort will be made to bring

them off the first favorable night, to save the point of honor, if of little value themselves. I had the satisfaction of bringing off the body of young [William J.] Johnson, of Horry battery, who was killed and left on the field, and gave him burial within our picket lines. I also stripped three dead artillery horses of their harness and brought it off, and also about 200 shovels, Lieutenant P. C. Johnson, engineer, being present. The schooner to-day is directly in front of Lady's Island; the *Pawnee* is off Alligator Creek, with the *Marblehead*. There was a large fire in the village.

Respectfully,

JOHN JENKINS,
Major, Commanding, etc.

Captain JAMES H. PEARCE,
Assistant Adjutant-General.

At 12 o'clock to-day a river steamer came up as far as Brown's Bridge without troops, remained half an hour, and then returned. The gunboats are still lying in the same position.

Detailed report of Lieutenant-Colonel Kemper, C. S. Army, commanding artillery.

ADAMS RUN, *December 26, 1863.*

SIR: Daybreak on the morning of the 25th instant found the several batteries under my command disposed in exact accordance with Special Orders, No. 276 from department headquarters. At 6:10 I opened on the steamer lying in front of Legaréville (supposed to be the *Marblehead*) from the middle battery, the steamer being distant about 1,500 yards, and was promptly followed by the fire of the lower battery, directed at the same object, and of the upper battery and Charles' battery directed upon the village. In five minutes the *Marblehead* started downstream, firing as she went, and stopped in front of the middle battery. She remained in this position about fifteen minutes, responding with vigor and accuracy to our fire, when she concluded to continue her downward course. She was hardly underway when a large war steamer (supposed to be the *Pawnee*) came in sight, coming to her assistance. The latter steamer fired from her bow gun (100-pounder Parrott) when she reached the mouth of Kiawah River, and proceeding up that river gave us the benefit of her broadsides, while she moved to a position enfilading both the middle and lower batteries, where she remained behind a small island until after our fire had ceased, firing heavily and rapidly. The *Marblehead* in the meantime returned to her position in front of the middle battery, and there remained. A small sailing vessel about this time moved up beyond the *Pawnee* and opened fire from mortars, and great activity was visible among the whole fleet in Stono Inlet. The distance of the *Pawnee* being too great for our guns (not less than 1½ miles), and our fire on the *Marblehead* being apparently ineffectual, I concluded about 7 o'clock to withdraw. As far as the two 30-pounder Parrotts were concerned this was easily effected, with the loss of only 4 horses; but the two 8-inch siege howitzers of the middle battery were reduced to 6 horses. I was compelled, therefore, to leave one behind, ordering a team to be sent back for it from the Parrott guns (Webb's battery) as soon as they had been removed to a point of comparative safety from the enemy's fire. In the meantime, on going to the lower

battery (under Captain Schulz's command), I ascertained that he had been unable to withdraw the 8-inch siege howitzer assigned to that battery, by reason of the damages (irreparable) to the harness. On reaching the road to Legaréville, whence I designed to return for the two howitzers, I learned by courier that the infantry were retiring under cover of the trees on the northern edge of the peninsula of Legaréville, Charles' battery having been already sent to the rear by Colonel Page. I then requested Major Jenkins to send me a squad of his cavalry to accompany the party going for the howitzers, but I was induced by his advice to await nightfall for the operation. The batteries were therefore sent on to their bivouac of the previous night (at Walpole's, 6 miles from Legaréville). At 5 p. m., I took a section of the Marion Artillery (two 12-pounder Napoleons) and went to Ropers, near Aberpoolie Bridge, where I met Major Jenkins with 100 cavalry and 200 men of the infantry, who had remained there by Colonel Page's order, to assist me in recovering the two howitzers. When I reached there I learned from Major Jenkins that the enemy had already advanced from the village and driven his pickets back beyond the roads leading to the two batteries, and probably occupied them in force. I thought proper, therefore, to abandon the attempt to recover the two howitzers. The want of success of the artillery on this expedition is due to the following causes: The distance of the *Marblehead* from our batteries was too great to render her prompt destruction possible, and the entire want of previous practice by the artillerists manning the 30-pounder Parrotts (they having never before fired them), rendered their fire somewhat ineffectual. The 8-inch howitzers might do good service at short range, but for any distance greater than 1,000 yards I regard them as utterly worthless. Many of the fuzes exploded prematurely, and about half of the friction primers failed. I regard as having contributed in some degree to the ill success of this expedition the loss of the diversion in favor of the two lower batteries expected from the upper battery and that of Captain Charles, by reason of the necessity they were under of accommodating their operations to the movements of the infantry.

I can not close this report without expressing my high sense of the distinguished coolness and gallantry displayed by all the officers of my command; and the steadiness and enthusiasm of the men, with but very rare exceptions, were most noteworthy. Where all did their duty it would be unfair to discriminate; but I desire to place on record my admiration of the heroic manner in which Private William Heyward Ancrum, of Webb's battery, met his death. I must also thank Lieutenant McKee, my adjutant, and Privates Sams, Miller, and Fripp, of Major Jenkins' cavalry, who acted as couriers for me, for the satisfactory manner in which they performed their duties.

Accompanying this report are: First, a paper marked "A," showing the effective strength of the artillery on the morning of the engagement; and, second, a paper marked "B," a list of casualties, showing 1 killed, 2 mortally wounded (since dead), and 9 wounded. These casualties occurred, it will be seen, in Webb's, Smith's, and Charles' batteries.

Very respectfully, your obedient servant,

DEL KEMPER,
Lieutenant-Colonel, Artillery.

Lieutenant FLEET,
Acting Assistant Adjutant-General.

[Enclosure A.]

Effective strength of artillery forces under command of Lieutenant-Colonel Del Kemper engaged in the attack on the gunboats in the Stono River, near Legareville, on December 25, 1863.

JOHN'S ISLAND, *December 25, 1863.*

Companies.	For duty.								
	Captains.	Lieutenants.	Sergeants.	Corporals.	Musicians.	Privates.	Officers.	Enlisted men.	Aggregate.
Company A, siege train	1	2	4	6	1	61	3	72	75
Company B, siege train	.....	2	4	5	1	70	2	80	82
Charles' battery	1	1	5	4	1	66	2	76	78
Schulz's battery	1	2	4	6	1	60	3	71	74
Section Marion Artillery	.....	2	.....	2	.....	38	2	40	42
Total	3	9	17	23	4	295	12	339	351

DEL KEMPER,
Lieutenant-Colonel, Artillery.

W. B. MCKEE,
Lieutenant and Acting Adjutant.

Loss in guns, horses, harness, etc., in same engagement.

Company A, siege train, 4 horses killed and disabled.
Company B, siege train, 8 horses killed and disabled—doubtful.
Company A, siege train, 1 ammunition chest left on field.
Companies A and B, 5 sets harness left on field.
Company B, two 8-inch howitzers left on field.
Charles' battery, 1 horse disabled.
Schulz's battery, 1 gun limber pole shot away.

W. B. MCKEE,
Lieutenant and Acting Adjutant.

[Enclosure B.]

List of casualties in engagement on the Stono River with U. S. gunboats Marblehead and Pawnee, and mortar schooner C. P. Williams, on the morning of December 25, 1863.

Company A, siege train, Captain B. C. Webb, commanding.

Wounded.—Captain B. C. Webb, slightly stunned by concussion of shell; Corporal M. A. Bland, slightly stunned by shell; Private W. Heyward Ancrum, mortally; right leg shot off; since dead; Private James W. Zorn, slightly wounded in arm by shell.

Company B, siege train, Lieutenant R[alph] Nesbit, commanding.

Killed.—Private W. F. Johnson.

Wounded.—Corporal A. T. Johnson; Private G. M. Rabon, slightly contused by shell; Private J. P. Allen, slightly stunned by shell; Private Daniel Vereen, slightly stunned by shell.

Inglis Light Artillery, Captain W. E. Charles, commanding.

Wounded.—Private H. G. Ruthven, mortally; since dead; Private P. G. W. McNeese, severely in arm by shell; Private G. W. Winbourne, slightly in arm.

Chesnut Light Artillery, Captain F. C. Schulz, commanding.

Killed.—None.
Wounded.—None.

Section Marion Artillery, Lieutenant [John P.] Strohecker, commanding.

Killed.—None.
Wounded.—None.

W. B. McKee,
Lieutenant and Acting Adjutant.

Report of Lieutenant Nesbit, C. S. Army, commanding Company B, siege train.

Minobb's Bluff, *January 6, 1864.*

Captain: The *Marblehead*, when we first commenced firing on her, I think was about 1,600 yards; as she passed down the river she came nearer, and at one time was about 1,000 yards distant. I fired 8-second Richmond fuzes at first, afterwards 5-second fuzes. I fired 34 shell and spherical case, 15 from one howitzer and 19 from the other. I think I struck the boat several times with fragments of shell and spherical case, and once, possibly more, with a spherical case.

Very respectfully,

R. Nesbit,
Lieutenant, Commanding Company B, Siege Train.

Captain B. C. Webb.

Additional report of Colonel Page, C. S. Army, remarking on points of difference in the reports of Lieutenant-Colonel Kemper, C. S. Army, and himself regarding time and distances.

Adams Run, S. C., *December 27, 1863.*

Captain: Not concurring with Colonel Kemper entirely in his report in regard to time, distances, and other inferences that might be drawn from it, I deem it my duty to make the following remarks thereon:

1st. I differ with him as to the distance he supposed the *Marblehead* to be from the middle battery. I supposed her to be about 800 or 1,000 yards.

2d. I differ with him as to the time it took the *Marblehead* to get underway. He states five minutes; I think she was ten or fifteen minutes getting underway.

3d. It might be inferred from his report that Charles' battery was ordered to withdraw before he moved, which is not the case, as Charles' battery was not ordered to retire until I received his message that he, Colonel Kemper, was retiring, although without orders to do so, Charles' battery being the last to cease firing. I think Colonel Kemper was perfectly right in retiring when he did.

4th. I think Colonel Kemper in error in attributing the ill success of the expedition to what he calls the loss of the diversion in favor of the two lower batteries expected from the upper battery and that of Captain Charles, the upper battery being the only one embarrassed by the expected movements of the infantry, which, under existing circumstances, would not at any time have drawn the fire of either boat.

Charles' battery and the infantry did draw the fire of the *Marblehead* from the time the *Pawnee* came into the Kiawah River, as well as an occasional shot from her, and, as before stated, was the last to cease firing.

Colonel Kemper seems to think that a diversion in favor of the siege pieces was to have been made by the field artillery and the upper battery and that this was prevented by the infantry, whereas the real design and expectation was that the siege batteries would so cripple and disable, if not destroy, the gunboats as to enable the infantry to make an attack on the enemy on the island near the village. The lower batteries, instead of crippling or driving off the *Marblehead*, made no impression, or but little, upon her at all.

She was lying at first in position to cover the causeway from the island to the village, about from 300 to 500 yards; in ten or fifteen minutes got underway and moved down the river in front of the middle battery and paused there ten or fifteen minutes; moved a short distance down the river and returned, and was all the time thereafter underway to take any position so as to rake the village, the causeway from the island to the village, or the field from the hedge to the village.

The siege guns of the lower batteries were so inefficient in their fire as to make an attack on the village, island, and causeway wholly unjustifiable, and therefore I ordered a retreat after Colonel Kemper had informed me that he was retiring. To the inefficiency of his siege pieces the failure of the expedition is to be attributed. I was instructed that Colonel Kemper was to "command the artillery engaged, and thus be able to give his special attention to that arm of the service, upon the handling and service of which the success of the affair would depend."

Neither my report nor Colonel Kemper's states the fact that the body of Private William J. Johnson, of siege train, was left on the field at or near his battery. This was not reported to me until I reached Roper's. There Colonel Kemper proposed to leave a force of infantry to go down and recover the guns and the dead body. I at first declined, thinking it not prudent to do so, but immediately, on reflection, left the infantry and remained until the 26th, with the view of recovering the guns and the body. Major Jenkins that night succeeded in getting the body and gave it honorable burial, as reported by him verbally to myself and in writing to General Wise.

Very respectfully, your obedient servant,

P. R. PAGE,
Colonel, Commanding Expedition.

Captain JAMES H. PEARCE,
Assistant Adjutant-General.

Report of Major Jenkins, C. S. Army, regarding the removal by the enemy of the guns on John's Island.

HEADQUARTERS THIRD SUB-DISTRICT,
John's Island, [South Carolina], December 28, 1863.

CAPTAIN: At 9:30 this morning the gunboats shelled in the neighborhood and in front of the batteries for half an hour, after which they landed about 200 men at the Lady's Island battery from a flat. They came up Deep Creek, which touches the high land immediately in

the rear of the battery. The enemy had thrown forward their pickets to the second hedge from the village and in advance of the batteries. There were about 200, who appeared to be working at the guns left on the 25th instant, which, I fear, are now finally lost. The sling carts arrived too late for me to attempt the removal last night, and to-day they have their gunboats as near to the batteries as they can get, while the *Pawnee* went up Kiawah River and took a position to command all approaches and to prevent any advance on our part. She, after the shelling was over, was relieved by another armed vessel and resumed her position near the batteries. It will be impossible, then (the enemy occupying the batteries in stronger force than I can bring against them, with their pickets also between and covered by intervening embankment and immediately protected by four gunboats), to do anything to recover the guns.

Three steamboats left Legaréville to-day, but the atmosphere was so thick it could not be ascertained whether there were troops aboard.

Twenty men landed on Seabrook's Island from the gunboat, who carried off lumber from their old encampment. They remained on shore about two hours.

Respectfully,

JOHN JENKINS,
Major, Commanding, etc.

Captain J. H. PEARCE.

General Beauregard's endorsement upon reports of officers connected with the expedition.

HEADQUARTERS DEPARTMENT OF S. C., GA., AND FLA.,
Charleston, S. C., December 30, 1863.

This expedition seems to have been foiled from the following reasons:

1st. The failure to destroy or drive away the *Marblehead* is due to the inefficiency of the artillery through bad ammunition, fuzes, and primers, and bad service of the guns. The 8-inch howitzers, objected to by Lieutenant-Colonel Kemper, were intended to be employed in case the enemy's gunboats took position to throw grape and to shoot our gunners with Enfield rifles. Moreover, properly served, they are effective at 1,000 yards.

2d. The capture of the enemy's force (about 150 men) in Legaréville was not effected, it is believed, because the upper and hedge batteries were not used with energy and precision on the village, only about 1,000 yards distant from those batteries.

3d. The failure to recover the two 8-inch howitzers, which were left in position, resulted from the retreat of the command, with unnecessary haste, too far from the scene of action. Had the troops been withdrawn merely to the shelter of the woods, out of range of the gunboats, with pickets and videttes to watch the movements of the enemy in Legaréville and on the Stono, and with the remaining fourteen guns (two 32-pounder Parrotts, two 10-pounder Parrotts, four 3½-inch Blakelys, two 8-inch siege howitzers, two 12-pounder Napoleons, and two 12-pounder howitzers) held in position to command the middle and lower batteries and prevent the enemy from access to them at night, a strong detachment ought to have been able to have advanced and removed the guns. The cavalry guarding the approaches from Kiawah and North Edisto would have given notice of an approach from that direction.

4th. The withdrawal by Lieutenant-Colonel Kemper of his pieces from the middle and lower batteries at the time he did so is approved.

5th. The enfilading position taken by the *Pawnee* in the Kiawah (referred to by Colonel Page) should have had little effect on the expedition, for that steamer could not thus approach within nearer than about 2 miles (see engineer's report), with the view more or less obstructed by intermediate trees, hence its fire must have been more noisy than dangerous. If the enemy's infantry could have withstood 8 pieces in the upper and hedge batteries, properly served at about 1,000 yards, our operations ought not to have been influenced at 2 miles distance by the fire of the *Pawnee*.

Without more tenacity of purpose and decision on the part of those entrusted with such expeditions, failure or discomfiture will be the invariable issue.

Respectfully submitted.

G. T. BEAUREGARD,
General, Commanding.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding measures providing against deficiencies in crew of vessels.

No. 342.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 26, 1863.

SIR: In order that the men whose terms had expired might not be detained unusually long, I directed permission to be given for the return of those who were entitled to discharge previous to December 1, which resulted in the return of 232 men by the *Massachusetts*, and, with 40 invalids, made a total loss of 272 men.

Previous to this there was a deficiency in numbers. I am not able just now to state what this is precisely, as there has not been time to obtain the information since the recent discharges and partial transfers rendered necessary thereby, but it is considerable, and, exclusive of the *Wabash*, *Vermont*, or *Adams*, may be safely estimated at not less than 200 men.

More than 100 men will be entitled to discharge on January 1, the same by February 1, and the same by March 1.

In order, therefore, to avoid mischances from such considerable deficiencies, I would request that 200 men be sent out now (of whom at least 50 should be seamen), 100 men on the 1st February, and 100 men on the 1st March.

Any reliance on the procurement of contrabands is out of the question; a few come in from time to time, but too few for any practical purpose.

I beg leave also to call the attention of the Department to the insufficient number of vessels. It is with difficulty that the blockade is properly maintained, and when the rebels break out anywhere, and a reinforcement is needed, it can not be supplied as it should be.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Creighton, U. S. Navy, commanding U. S. S. Mahaska, regarding coal supply.

U. S. S. MAHASKA,
Winyah Bay, December 26, 1863.

ADMIRAL: I have the honor to report the loss of one of the crew of this vessel, Joseph Bradley, landsman, by drowning. In coming alongside of the vessel, the current and wind being very strong, the boat became filled with water, and in the confusion drifted away from the vessel. Assistance was immediately sent, and out of the nine eight were saved.

I herewith enclose my coal report, being anxious to have a supply, as the coal we obtained last at Port Royal is very bad—a great deal of dirt mixed with it—so that I fear we have but a very short allowance on hand, and would like a coal schooner sent as soon as possible. I would request that the supply vessel *Massachusetts* might touch off this place as formerly, as it would give us the same opportunity of communicating with you and getting stores, etc., as the other stations have.

I am, very respectfully, your obedient servant,

J. BLAKELEY CREIGHTON,
Commander.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blkdg. Squadron, off Morris Island.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, expressing approval of assignments of officers.

NAVY DEPARTMENT, *December 29, 1863.*

SIR: The changes which you have made in the commanding officers of the vessels, etc., in the squadron under your command are approved by the Department.

Orders were issued on the 28th instant detaching Commander Spotts from the *South Carolina*. These you will retain until such time as the service of Captain Spotts can be dispensed with.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blkdg. Squadron, off Charleston, S. C.

Report of Lieutenant-Commander Cornwell, U. S. Navy, regarding drifting timber from the harbor obstructions.

U. S. MONITOR NAHANT,
Off Morris Island, December 29, 1863.

SIR: On December 12 I noticed a large quantity of timber drifting down channel between this vessel and the bar; went in a boat to examine it; found it to be a portion of the harbor obstructions, consisting of sections of hewn timber 15 inches square, 18 in a section, 3 on top, 6 deep, held together by an iron band at each end 1½ inches wide and one-quarter of an inch thick; an interval between the sections of 18 inches.

There were 22 sections, united by two railroad bars on each, linked together. I send a model made by Mr. Sofield, pilot, who had an opportunity of seeing some that had drifted to the beach on Morris Island.

The day I examined them the weather was too rough to obtain a very accurate knowledge of the manner in which the bars were put together. The mass of timber was so great that two tugs were unable to tow it to a safe place where it could be secured.

It drifted into the breakers off Folly Island and broke up, and I am told by some army officers much of it remains there yet, and that they intend securing it as soon as possible for firewood.

Very respectfully, your obedient servant,

JNO. J. CORNWELL,
Lieutenant-Commander, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Davis, U. S. Navy, regarding the bombardment of Cumming's Point by Confederate batteries on Sullivan's and James islands.

COURT ROOM, U. S. SHIP SUPPLY, *December 29, 1863.*

SIR: I have the honor to report that while on the advanced picket in the *Montauk* last night the enemy opened fire on Cumming's Point with mortars and rifle guns from Sullivan's and James Island batteries at about 9:30 o'clock. The firing from Sullivan's Island commenced with a volley of at least eight mortars. The enemy continued their fire until about 10:30. At intervals during the night rockets were sent up from Moultrie.

At 2:30 our batteries commenced firing rifle guns; fifteen projectiles were thought to have been fired at the city, also a small number in reply to batteries on James Island.

No movement of the enemy was discovered afloat.

I would respectfully state the reason why I have made no picket report lately is owing to the duties as a member of this court during good weather, and in rough weather the lower anchorage is enjoined upon the monitor commanders.

I have the honor to be, very respectfully, your obedient servant,

JOHN L. DAVIS,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, recommending an increase in the number of tugs for the squadron under his command.

No. 349.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 29, 1863.

SIR: I enclose copy of a report from Commander Reynolds, merely for the purpose of explaining to the Department the frequency and

extent of damages done to tugs in the course of service. No doubt much of this is owing to carelessness and inexperience on the part of their masters, but they are not always to blame.

The general result of course falls upon the service of the squadron.

I can suggest no cheaper or more effectual assistance to operations here than a considerable increase in the number of tugs, say ten or fifteen. A large proportion should be propellers, as they are better sea boats generally and not liable to be damaged by going alongside other vessels. A few side-wheel tugs, however, are very important, because their draft of water is less than that of propellers. They should not exceed 5 feet, and one or two with a draft of 3 feet or 3½ would be invaluable at this place, because it would give me a facility for ready communication across the bar of this inlet which I have not now.

There is not the slightest necessity of much risk in sending vessels of this size from a Northern port at this season of the year, as it is always possible to be certain of the weather for the period required to run from point to point along the coast, making such ports as may be necessary for shelter from bad weather.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., December 25, 1863.

SIR: The *Oleander* arrived on Monday in such a damaged condition that it will require two weeks, if not more, to repair her.

The tug *Columbine*, in pushing the *Sonoma* on the beach this morning, got foul of her anchor and damaged her wheelhouse considerably.

A few mornings since the *Larkspur*, in endeavoring to shift the berth of the *Houghton*, ran into her, cutting the plank-sheer and nine of the outside planks, staving three timbers and inside planking of the *Houghton*.

The damages to her will be repaired as soon as practicable.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding general affairs of the squadron.

No. 351.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 29, 1863.

SIR: The order of the Department directing me "to convene a court of enquiry for the purpose of ascertaining all the facts relating to the sinking of the *Weehawken*" has been received.

Immediately after the disaster such was ordered. The commanders of the three monitors were selected for the purpose (Lieutenant-Commanders Simpson, Davis, and Cornwell), as better qualified to judge by their experience in this class of vessel.

A succession of stormy weather has interfered with their proceedings and required their personal attention to their own vessels, but I hope it will be soon completed and forwarded for your information.

The final repair of the monitors still lingers. The *Patapsco* and *Lehigh* are at Port Royal. When completed one will relieve the *Nantucket* and the other will come this way. When I look back at my own anticipations in regard to the readiness of these vessels, I confess I am almost in despair. All that I could do to hasten the repair I have done, and it may be all possible has been done.

However, one thing is certain: When the other monitors are called on for service, no one of these shall be out of line.

The boilers now begin to be troublesome, and I have just called the *Montauk* down to draw her fires and patch her up, leaving only the monitors above to do duty. The air pump was also disabled this morning by the negligence of an engineer.

There is almost too much dependent on the monitors now here. There is not the least allowance possible for accidents.

My notice has just been called to a passage in the correspondence of the Tribune of the 14th December, dated "Headquarters Department of the South, December 6," which attributes the delay here to "instructions from Washington."

I have only to say that no person has ever heard me say anything of the kind, nor even allude to the views of the Department. The two special documents from the Department have not left my own custody, nor have they been seen even by my secretary, nor by anyone except the commanding officers whom I convened to obtain their opinions, as directed by the Department, and by General Gillmore, to whom the Department directed them to be shown, and I feel sure that nothing ever would transpire from them.

It is another evidence of the unscrupulous propensity with which some writers are oppressed to make news if they can not collect it.

The infamous abuse which these gentlemen have lavished on me for some months past very naturally precludes the possibility of my having intercourse with them.

The quantities of obstructions which were washed down by the freshet prove to be very considerable. I saw yesterday a string of railroad bars (22 feet long, each) being drawn from the water, linked together, the woodwork gone, and have been told that 33 of them have been beached, which would have extended 250 yards.

The rebels are busy at work on a new ironclad, and it is reported to be nearly plated.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Balch, U. S. Navy, regarding repairs to the U. S. S. Marblehead.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 29, 1863.

SIR: The *Cimarron* has been ordered to Stono to relieve the *Marblehead*, and upon her arrival you will dispatch the *Marblehead* to Port Royal for repairs.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander G. B. BALCH,
Commanding U. S. S. Pawnee, Senior Officer Present, Stono.

Report of Lieutenant-Commander Cornwell, U. S. Navy, commanding U. S. S. Nahant, regarding the conduct of that monitor in recent gales.

U. S. MONITOR NAHANT,
Off Morris Island, December 30, 1863.

SIR: In obedience to your order of the 28th instant, in regard to the behavior of this vessel during the heavy weather of the past month, I have to say that no class of vessels could ride easier.

There is seldom any strain on the cable, which I can easily notice, as I have nearly all the time during the past month laid at a buoy, with a short scope chain, not more than 4 fathoms. The sea in this shoal water has never been so high as to require more.

The only apprehension that I have ever felt has been that the strong tides would cause the vessel to drag, but I find that, during an easterly gale, the tides are very slight, not sufficient to swing the vessel.

The wind, of course, from the small surface we present to it, has little or no effect, and the sea, with the moderate gales which we have as yet experienced, has not been such as to cause me any anxiety in regard to damaging the vessel by laboring.

I have seen no weather here in which I could not have used the guns with tolerable effect at anchor, but from what I have noticed while steaming during a rough sea, I think the vessel should not be underway at such times without very good reason; there does not seem to be motive power sufficient to give her more than moderate steerage way.

I think we would be safer if the moorings for the monitors were more reliable; two of them have been dragged some distance by this vessel during a strong ebb tide, the sea at the time being quite smooth and the wind light.

I think our usual anchorage is as good as can be found off Morris Island, as higher up the channel we would be too near the enemy, and lower down the sea is rougher.

Very respectfully, your obedient servant,

J. J. CORNWELL,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Similar favorable reports of same date from Lieutenant-Commanders Simpson and Cornwell, commanding the *Passaic* and *Nahant*, respectively.]

Report of Rear-Admiral Dahlgren, U. S. Navy, recommending an increase of vessels of the Nipsic class.

No. 354.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 30, 1863.

SIR: A few more vessels of the *Nipsic* class would give great efficiency to the blockade here, in exchange for some other vessels which could be of service elsewhere.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, requesting the services of an engineer off Charleston.

No. 352.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 30, 1863.

SIR: I beg leave to renew a previous suggestion in regard to the steamers. It is very necessary for the benefit of those steamers here, particularly the monitors, that I should have always near me some very able engineer, for reference in the many exigencies that continually arise in the course of service. Mr. Danby is at Port Royal, and can not be promptly or conveniently reached.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Gregory, U. S. Navy, to assume command of the U. S. S. Potomska.

FLAGSHIP PHILADELPHIA,
Off Morris Island, December 30, 1863.

SIR: You are hereby detached from the command of the U. S. brig *Perry*, and on the arrival of your relief you will report to Captain Reynolds, senior officer present, Port Royal, for the command of the U. S. S. *Potomska.*

Respectfully,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Master SAML. B. GREGORY,
U. S. Brig Perry.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Balch, U. S. Navy, enjoining vigilance against the establishment of Confederate batteries on the Stono.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 31, 1863.

SIR: I am satisfied from the works of the rebels and the artillery they employed that the attack of the 25th indicates a design to dislodge our vessels from the Stono, and unless prevented they will succeed in establishing a battery which must damage them very badly.

It will be necessary, therefore, to keep a bright lookout on their attempts and to anticipate them in season.

If possible, I think it would be well to send scouts ashore at night to observe any movements about the works they abandoned on the 25th, so that our guns may be opened in season.

Try grape next time, not too heavy, with full charges of powder, and double the elevation for shells.

Use shrapnel also from all guns, and let the XIII-inch mortar burst its shells over the heads of the rebels.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander G. B. BALCH,
Commanding U. S. S. Pawnee, Senior Officer in the Stono.

Report of Rear-Admiral Dahlgren, U. S. Navy, expressing concern for the security of Port Royal and urging reinforcement.

No. 355.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 31, 1863.

SIR: The senior officer at Port Royal is much concerned about the security of Port Royal, and writes to me accordingly. Of course, I fully concur with him in the expediency of putting beyond doubt the possibility of damage being inflicted upon that station by the rebels.

There is no doubt that they are held so uncomfortably as to be driven to any resort for relief, and there are some evidences of this in the recent movement at Stono, where the land forces have a principal depot, and also in the attempts at small inlets to escape the vigilance of the blockade.

So completely, however, is the present force occupied that it just admits of a blockade and no more.

I have not really a vessel to spare for active operations anywhere.

Thus, in the blow given at Murrell's Inlet I sent the steamers *Nipsic*, *Sanford*, and *Daffodil* with the bark *Allen*, leaving for blockade here the *Wabash*, *Canandaigua*, and *Housatonic* outside, with two schooners; within the bar, the *Ironsides* and three monitors—one being temporarily unavailable—and in the constantly recurring bad weather left me not one powerful steamer that could pull a monitor out of danger in a gale if the need should arise.

Looking at my semimonthly return of vessels the Department will perceive that on the 15th there were 12 vessels repairing at Port Royal, 4 absent at the North for repairs, 2 laid up to go North; total, 18.

I respectfully submit that this is a very material reduction of the force, and leaves no reserve in case of contingencies nor means to operate if the opportunity should offer. Wherefore I would request that the Department would reinforce me with a few more steamers, especially as the wear and tear is naturally much increased during the prevalence of heavy weather.

When the attack was made on the *Marblehead* recently she could use but one boiler, and the *Cimarron* was just out of the mechanics' hands in time to relieve her. The *Pawnee* is reported to stand in much need of repair, but must wait until a suitable vessel can be spared.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Distribution of vessels of the South Atlantic Blockading Squadron, January 1, 1864.

Vessel.	Station.	Remarks.
* Mangham	Murrell's Inlet	
Mahaska	Georgetown	
* Blunt	Bull's Bay	
Canandaigua	Charleston	Outside the bar.
Wabash	do	Do.
Housatonic	do	Do.
Nipsic	do	Do.
Sanford	do	Do.
* Allen	do	Do.
* Ward	do	Do.
* Hope	do	Do.
* Perry	do	Do.
New Ironsides	do	Inside the bar.
Weehawken	do	Do.
Passaic	do	Do.
Montauk	do	Do.
Nahant	do	Do.
Catskill	do	Do.
South Carolina	do	Do.
Philadelphia	do	Do.
Home	do	Do.
* Adams	do	Do.
* Supply	do	Do.
* Racer	do	Do.
Iris	do	Do.
Geranium	do	Do.
Clover	do	Do.
Dandelion	do	Do.
Daffodil	do	Do.
McDonough	Light-House Inlet	
Pawnee	Stono	
Cimarron	do	
* Williams	do	
Paul Jones	North Edisto	
* Kingfisher	St. Helena	
* Wild Cat	do	
Chippewa	Port Royal	
* Vermont	do	
* Houghton	do	
Ironsides	do	
* Valparaiso	do	
Carnation	do	
Larkspur	do	
Rescue	do	
Pettit	do	
Unadilla	Tybee Island	
Dai Ching	do	
Nantucket	Wassaw Sound	
Wissahickon	do	
Water Witch	Ossabaw	

* Sailing vessels.

Distribution of vessels of the South Atlantic Blockading Squadron, January 1, 1864—Continued.

Vessel.	Station.	Remarks.
*Fernandina	St. Catherine's	
Lodona	Sapelo	
Huron	Doboy	
*Smith	Altamaha	
Paul Jones, jr	do	
	Hampton River, Georgia	
Memphis	St. Simon's	
*Braziliera	St. Andrew's	
Flambeau	Fernandina	
*Para	do	
*Midnight	Nassau Sound	
Ottawa	St. John's	
Norwich	do	
*Norfolk Packet	Mosquito [Inlet]	
Patapsco	Port Royal	Repairing.
Lehigh	do	Do.
Marblehead	do	Do.
Sonoma	do	Do.
Seneca	do	Do.
Stettin	do	Do.
Hale	do	Do.
Jonquil	do	Do.
Oleander	do	Do.
Columbine	do	Do.
Potomska		Laid up to go North for repairs.
Mohawk		Do.
Conemaugh		North for repairs.
Wamsutta		Do.
Madgie		Do.
Flag		Do.

*Sailing vessels.

Very respectfully,

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Ensign Johnson, U. S. Navy, regarding observations made from Fort Putnam, regarding conditions in Charleston Harbor.

FLAG-STEAMER PHILADELPHIA,
Light House Inlet, South Carolina, January 1, 1864.

SIR: I have the honor to submit the following memorandum report of my observations from Fort Putnam this day:

The obstructions near Fort Sumter remain the same as at my last report. I can count but 21 buoys, and they appear to tend with the tide by sections, as the line is very much broken and far from being in a direct line.

In mid-channel there is quite an open space, apparently free from any obstructions; this I should judge to be about 100 yards in width.

The embrasure in the southern face of Fort Sumter is being enlarged; 3 men were at work upon it, apparently, removing the rubbish.

The pile driver and schooner are still at the mouth of Shem Creek, but I was unable to see that they were doing anything.

The piling near the middle ground remains the same; there are many gaps from 5 yards to 20 yards in width.

Two ironclads were at anchor near Fort Johnson, a third one at the northeastern dock.

One, upon the stocks, is very rapidly approaching completion; the plating of the casemate I judge to be completed, as but few men could be seen about the vessel.

The one mentioned in my last report is progressing rapidly. The hull is nearly complete and the framework of the casemate is in place. A large number of men are at work upon her; I should think as many as 100.

The day was quite clear and the views very distinct.

I could see no traces of any obstructions along the shore.

Very respectfully submitted.

MORTIMER L. JOHNSON,
Ensign, U. S. Navy.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Capture of the British schooner Sylvanus, January 2, 1864.

Report of Lieutenant-Commander Baker, U. S. Navy, commanding U. S. S. Huron.

U. S. S. HURON,
Doboy Sound, Georgia, January 3, 1864.

SIR: I have the honor to report that at 10:30 o'clock p. m. of the 2d instant, it being cloudy and somewhat hazy, a suspicious sail was discovered, apparently three-quarters of a mile distant from this vessel and heading up this sound, with a light breeze from N. N. E. Went to quarters, slipped the cable, got underway, and fired a shell from the 24-pounder Parrott rifle in order to bring her to. The strange vessel persisting in her course, paying no attention to the shell, I fired several times directly at her in rapid succession from the XI-inch, port howitzer, and rifle, when, hearing loud shouts from the direction of the vessel, and soon after a light being shown from her, I gave the order to cease firing and sent an armed boat in charge of Acting Master William H. Baldwin and Acting Master's Mate William Henderson to board her and, should she be deemed a prize, to take charge of her and send the master and crew on board this vessel with all the papers found on board. After a short interval the boat returned with Mr. Henderson, accompanied by the master, officers, and crew of the vessel and a passenger, 9 in all. The former reported that an XI-inch shell had passed through her a few inches above the water line, without injury, however, to the crew, and that she was aground and rapidly filling, whereupon I sent the boat back to remain until the rising tide rendered it unsafe to do so. After an interval of ——— the boat returned, and Mr. Baldwin, the officer in charge, reported that, the water having risen above the deck, he let go an anchor and returned to this vessel.

The prize proved to be the British schooner *Sylvanus*, from Nassau, New Providence, loaded with salt, spirits, and cordage.

She is so badly damaged by our shell as to render it impossible for me to repair her sufficiently to send her to sea.

I have ordered a survey on her and cargo, the result of which I shall report to you at the earliest opportunity. I will then send the papers, officers, and crew of the prize, with a report of the circumstances

attending the capture, to the judge of the district to whom you may think proper to send them.

I am, sir, very respectfully, your obedient servant,

F. H. BAKER,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN,
Cammanding South Atlantic Blockading Squadron.

Letter from the Secretary of State to the Secretary of the Navy transmitting complaint of the British minister.

DEPARTMENT OF STATE,
Washington, March 8, 1864.

SIR: I have the honor to invite your early attention to the enclosed copy of a communication of the 5th instant from Lord Lyons, relative to the case of the master and crew of the British schooner *Sylvanus*, of Nassau, [New Providence], a blockade runner, who are said to be detained at Fort Lafayette. I will thank you for such information on the subject as you may be able to communicate to me.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

WASHINGTON, *March 5, 1864.*

SIR: I deem it to be my duty to ask you to give serious and immediate attention to the enclosed copies of dispatches* from her Majesty's consul at New York.

If the statements made by her Majesty's consul be correct, the British schooner *Sylvanus*, of Nassau, was fired at and sunk by the United States blockading vessel *Huron* on the 2d of January last, at Doboy Inlet [Sound], in Georgia. Her master and crew, 9 men in all, were taken on board the *Huron* and sixteen days afterwards were transferred to the U. S. S. *Massachusetts* and conveyed to Philadelphia. They were kept on board the guardship for nine days, and they were finally sent to Fort Lafayette, where they now are, neither the master nor any of the men having been examined since their capture.

It is stated, moreover, that while on board the *Huron* the whole of the men, the master excepted, were placed in irons every night and that, with the exception of the mate, who was suffering from a sore arm, they were sent in irons to Fort Lafayette.

It appears that the master and seven of the crew are British subjects and that the remaining seaman is a Belgian.

It has so often been my duty to call your attention to the positive declarations made by her Majesty's Government that British subjects belonging to neutral vessels captured for breach of blockade ought not to be detained indefinitely as prisoners, nor treated with indignity, that I need make no apology for pressing for immediate information as to the grounds on which the master and crew of the *Sylvanus* are imprisoned, or for urging that unless there be some valid reason justifying their detention, they may at once be set at liberty.

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* Not necessary to publish.

I consider it right, also, to ask for information respecting the destruction of the *Sylvanus*, and the legal proceedings, if any, which have been taken in the case, nor can I conclude without drawing your attention to the representations made by her Majesty's consul with regard to the detentions or suppression of letters addressed to him by British subjects confined in Fort Lafayette.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

LYONS,

Hon. W. H. SEWARD.

Explanatory letter from the Secretary of the Navy to the Secretary of State.

NAVY DEPARTMENT, *June 10, 1864.*

SIR: I have the honor to acknowledge the receipt of your letter of the 2d instant, inviting my attention to a copy of a note of the 21st ultimo, addressed to you by Lord Lyons, in reference to the firing upon and sinking of the British schooner *Sylvanus* by the U. S. S. *Huron* and the treatment of her crew.

The circumstances of the destruction of the *Sylvanus*, as reported by the commanding officer of the *Huron*, are as follows:

At 10 p. m. of the 2d of January last, the weather being cloudy and somewhat hazy, a suspicious sail was discovered, apparently three-quarters of a mile distant from the *Huron*, heading up Doboy Sound, with a light breeze from N. N. E. and a strong flood tide. The *Huron* went to quarters, slipped her cable, got underway, and fired a shell from the 20-pounder Parrott rifle a little wild of her, to bring her to. She persisted in her course, paying no attention to the gun, and then the *Huron* fired several shots in succession directly at her, one of which passed through and through, coming out of the starboard side below the water line. A light was then shown upon the strange sail and shouts were heard from that direction, whereupon the firing ceased. A boat was sent to her, and she proved to be the *Sylvanus*, aground and rapidly filling. After the water had risen above her decks an anchor was let go and the boat's crew returned to the *Huron*. A board of survey pronounced her unseaworthy, but stated that with proper workmen and materials she might be made useful and a part of the cargo might be saved with a favorable tide.

As the case has never been brought into court, and no further information concerning the vessel has been received, it is inferred that it became necessary to abandon both vessel and cargo.

Lord Lyons, in his note, says that as her Majesty's Government had not received from the Government of the United States any explanation of the circumstances under which the destruction of the *Sylvanus* took place, they could not refrain from expressing the opinion at once that, if the vessel was fired upon and sunk in the first instance without being properly summoned to lie to, and without any specific and extraordinary necessity, the act was illegal and would warrant *per se* a very grave remonstrance.

The circumstances should have been stated in my letter to you of the 19th of March last, in reply to your letter of the 8th of that month, enclosing a copy of a note from Lord Lyons, in reference to the case, but a statement of them was overlooked in consequence of

the injury being particularly with regard to the detention of the officers and crew of the *Sylvanus*.

With full information before them, I do not think her Majesty's Government can find grounds for remonstrance. The *Sylvanus* was attempting to run the blockade at night with the elements favoring her. She was not fired upon and sunk in the first place without being properly summoned to lie to. Although a vessel attempting to run a blockade at night is not entitled to any of the courtesies of the sea, the *Sylvanas* was admonished to heave to by the firing of a shell a "little wild of her," to which she paid no regard whatever and continued on her course. The necessity was then forced upon the *Huron* of firing directly at her, which firing ceased when there were indications of an intention to heave to.

It will be remembered that our vessels lying off the insurgent coast must be prepared for any emergency, and this involves their having their guns always shotted. The warning, therefore, to the *Sylvanus* was a shell fired a little wild of her without the intention of striking.

With regard to the long detention of the crew of that vessel, it was, as I advised you in my letter of the 11th of March last, in consequence of the order issued at your suggestion to detain British blockade violators, which was then in force, but has subsequently been revoked.

There may be good grounds for complaining of the treatment of the crew so far as putting them in irons, and if they were treated thus harshly it was [not] in accordance with the wish or the instructions of this Department. Commanding officers of the Navy have been enjoined to use kindness toward prisoners and not to resort to irons except when and so long as may be necessary for the safety of the captors and the prizes. Whether necessity existed for placing the crew of the *Sylvanus* in irons at night while on board the *Huron* can only be determined with all the light that can be procured on the subject. I have therefore called upon the commanding officer of the *Huron* for an explanation. It is quite likely that, for the safe-keeping of these persons, in transferring them from Philadelphia to Fort Lafayette, the officer felt justified in placing them in irons. Such, I presume, is the usual practice in transporting prisoners overland from one point to another, and in many instances it is doubtless a necessary and warrantable precautionary measure. I shall write to the commandant at Philadelphia on the subject.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Hon. W. H. SEWARD,
Secretary of State.

Report of Commander Balch, U. S. Navy, regarding the capture of torpedo.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, January 4, 1864.

ADMIRAL: I have the honor to report the capture of another torpedo. It was discovered soon after daylight this morning and towed alongside, the plungers unscrewed, the torpedo hoisted on board and

emptied. We find the powder to be of an excellent quality, and I shall use it the first opportunity.

* * * * * * *

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blkdg. Squadron. off Morris Island.

Report of Commander Balch, U. S. Navy, giving information obtained from a deserter from James Island.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, January 5, 1864.

ADMIRAL: A deserter from James Island was brought on board the *Pawnee* on the 3d instant by Colonel Gurney, commanding First Brigade, and I beg leave to give you a summary of the information gained from him, and I feel that some reliance may be placed upon his statements.

His capture, or rather coming into our lines, resulted from a desire to procure the President's proclamation. He was seen, and having a fear of being shot, as was a number of his regiment a few days since, he came in and gave himself up.

His name is Williams.

He says there are 5,000 troops on James Island, and that a line of heavy works has been put up from above Tom Grimball's, in the direction of Secessionville, and some heavy guns mounted. He also says that the number of troops on John's Island is small, and suggested that there could not be a heavy force, or the Palmetto Guards (an artillery company) would not have been sent from James Island to make the attack on Christmas day.

This deserter told me that there are no obstructions in the Stono now; that there had been torpedoes, but they had been taken up. The rebels are building an ironclad to come through Wappoo Creek, and in reply to my query why the *Chicora* or *Palmetto State* did not come through, he said they drew too much water. He also said that 12 feet, at spring tides, might be carried through Wappoo Creek, but that the *Chicora* or *Palmetto State* drew 15 feet.

He repeated what has often been said as to high prices of many necessaries, amongst which was that boots sell at $250 a pair, whisky $40 a gallon, and shoes from $12 to $60 a pair.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Morris Island.

Report of Rear-Admiral Dahlgren, U. S. Navy, requesting additional vessels for his command.

No. 8.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 6, 1864.

SIR: The *Acacia* arrived here this evening from Boston and will be an opportune addition to the force at this place, as the *Nipsic* and *Sonoma* are again under repair.

It is with difficulty I can command one or two good steamers with strong batteries and of light draft for occasional expeditions and may be obliged to take them from the blockade at different points.

Some additions, such as already mentioned in previous communications, would be exceedingly acceptable.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

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*Report of Acting Master Collins, U. S. Navy, commanding U. S. schooner George Mangham, regarding the destruction of a blockade runner at Lockwood's Folly Inlet, January 7, 1864.**

U. S. SCHOONER GEORGE MANGHAM,
Murrell's Inlet, South Carolina, January 9, 1864.

SIR: I have the honor to report that on the afternoon of the 7th instant, a sail being reported from the masthead of this vessel, I got under way and discovered her to be a blockade runner, which, being closely pursued by the U. S. steamers *Aries* and *Montgomery* had, in her endeavor to escape capture, been run ashore, the steamers which had been in pursuit having sent boats' crews in after her, having lost a number of their men, and one boat belonging to the steamer *Montgomery*. I was next morning requested to cover a second landing which was to be made for the purpose of endeavoring to regain the captured boat, and accordingly anchored close in, shelling the beach and rebel steamer at intervals during the morning. In the afternoon both of the steamers left for their stations, and the rebel steamer was boarded by my executive officer, who reported that some portion of her cargo was still on board. I did not deem it advisable, however, to remain near by any longer, as night was approaching, and consequently made no endeavor to get any part of what was left, and accordingly made sail to get farther outside, and fortunately in time to escape the danger which might have resulted had we remained, as we had proceeded but a short distance, when the steamer exploded with a great crash, the fire kindled by our forces on the day previous having evidently reached her powder.

During the day, bodies of rebel cavalry were noticed at various points along the beach, but no resistance was made or attempted by them.

I have the honor to be, sir, very respectfully, your obdt. servt.,

JOHN COLLINS, Jr.,
Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

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* See also Series I, volume 9, pp. 388-393.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, giving information received from the U. S. consul at Bermuda regarding blockade runners.

NAVY DEPARTMENT, *January 7, 1864.*

SIR: The U. S. consul at Bermuda, in a dispatch to the Secretary of State, dated the 22d ultimo, says that he has learned from a source that he thinks is reliable that the blockade runners then at that port would attempt to run into Charleston instead of Wilmington.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding general affairs pertaining to his command.

No. 10.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 7, 1864.

SIR: The general condition of affairs is unchanged. With rare exceptions, our own batteries and those of the rebels are silent, and the latter do not appear to labor on their works.

Two of the monitors being still in the mechanics' hands, the blockade of the harbor is maintained by four monitors, which makes it severe on the vessels, officers, and men.

The outer blockade of this port consists of a few vessels only, and the blockade elsewhere occupies all the available force, so that I am at times embarrassed for steamers, if such are needed.

The frequent disability of steamers even when new indicates something wrong, either in the engines or in the engineers.

The monitors are without first assistant engineers; in some the boilers begin to require careful watching.

I do not perceive that those engaged in raising the *Weehawken* pursue the operation with that vigor which the occasional smooth water permits.

The weather is generally wretched, wind and rain in every variety, but a couple of days will intervene at times when the water in the roads is smooth and divers can work.

The incidents of note since my last are the repulse of the rebels at Stono and the destruction of a blockade runner at Murrell's Inlet, both of which have been reported in detail. If the steamers would not give out so often, the coast could often be examined with similar effect.

The two siege howitzers captured at Stono will be sent north, one to Washington and one to New York. Lieutenant-Commander Meade asks that the latter may go to the Naval Academy, which I beg leave to recommend.

The late freshets have brought away considerable quantities of obstructions, parts of which at different times take the beach on Morris Island, one bar of which I forwarded by the last trip of the *Massachusetts* as a sample. The wooden portion has always been cut

up so promptly by the soldiers for firewood that I have never been able to obtain an exact notion of the construction. It is surmised from what is seen that it may be thus:

This is conjecture, however, except as regards the linked bars of railroad iron, each about 22 feet long. I have seven of these on the beach in one string and connected with others covered by the water. It is said that thirty-three of these bars have landed. These must, from their solidity and labored construction, have been placed at some important part of the channel.

The rebels guard the line from Fort Johnson along the line of piles so closely that none of my scouts have been able to pass even in the worst weather. They are chased repeatedly.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—A deserter is just in from Charleston with the most important information.

Order of Rear-Admiral Dahlgren, U. S. Navy, enjoining precautions in view of probable attack by Confederate torpedo boats.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, January 7, 1864.

I have reliable information that the rebels have two torpedo boats ready for service, which may be expected on the first night when the water is suitable for their movement. One of these is the "David," which attacked the *Ironsides* in October; the other is similar to it.

There is also one of another kind, which is nearly submerged and can be entirely so. It is intended to go under the bottoms of vessels and there operate.

This is believed by my informant to be sure of well working, though from bad management it has hitherto met with accidents, and was lying off Mount Pleasant two nights since.

There being every reason to expect a visit from some or all of these torpedoes, the greatest vigilance will be needed to guard against them.

The ironclads must have their fenders rigged out and their own boats in motion about them.

A netting must also be dropped overboard from the ends of the fenders, kept down with shot, and extending along the whole length of the sides; howitzers loaded with canister on the decks and a calcium

for each monitor. The tugs and picket boats must be incessantly upon the lookout, when the water is not rough, whether the weather be clear or rainy.

I observe the ironclads are not anchored so as to be entirely clear of each other's fire if opened suddenly in the dark. This must be corrected, and Captain Rowan will assign the monitors suitable positions for this purpose, particularly with reference to his own vessel.

It is also advisable not to anchor in the deepest part of the channel, for by not leaving much space between the bottom of the vessel and the bottom of the channel it will be impossible for the diving torpedo to operate except on the sides, and there will be less difficulty in raising a vessel if sunk.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Information obtained from the examination of deserters from the enemy.

JANUARY 7, 1864.

Examination of ——— Belton, who deserted from the rebels a few days since, and was sent to me by General Terry:

Occupation and residence.—Served his time as a mechanic in Michigan. About four years ago crossed from Indiana to Louisville. Has a wife in Ohio. Went from Kentucky to Alabama; worked a short time in Montgomery and then went as engineer on railroad between Montgomery and Mobile; was so occupied about eighteen months. Left the road and came to Charleston about the 24th October last, having been conscripted while on the railroad, and, choice being allowed for Army or Navy, he came to Charleston to ship for the Navy, where he arrived October 24, 1863, and shipped October 26. Was sent on board the receiving ship *Indian Chief*. Was made one of the crew of the captain's gig, and so remained until he left on Tuesday night, a little after midnight. Four men left with him; one of these was an Irishman, two were Northern men, and one was from Baltimore. Came away in the gig belonging to Captain Rochelle, who had charge of a body of men for a special purpose. Their intention was to reach some of our blockading vessels. By mistake they pulled up Cooper River; night was foggy, and they got some distance up the river before they discovered their mistake. He believes that they passed through the narrow channel between Shute's Folly Island and Hog Island, leaving Castle Pinckney on the right. They then kept the shore so close on their right hand that their oars would touch the weeds, it being too thick to get along in any other way. Fog broke away toward daylight, and in following the shore they had gone up Shem Creek without knowing it. They then drew the boat amongst the grass. It was raining all this time, and they could not land in the swamp, it being too muddy. Had nothing to eat during this time. There were some salt works about 50 yards above them, and they could hear the men at work talking. A small black steamer passed up and down the creek; thinks it was the *Lynch*. Saw a pile driver driving piles across Hog Island Channel, called in the city the "boat channel," about one-half mile seaward of Shem Creek. When it was well dark, they pulled out of the creek well into the harbor, and then

steered for Moultrie; they passed near Moultrie, and then out seaward. Not knowing where they were, in the dark, and unable to distinguish objects, they pulled over for the Sumter lights. When they got well over, they turned back, and got hold of an old wreck inside of Moultrie and close to it, where they tied up until it was nearly light. They then steered across the channel, saw Cumming's Point, and landed just above Fort Wagner. They saw a rebel picket boat near Sumter and passed it.

Duties.—Was employed always in pulling the gig from the ship to the shore with one exception—when the gig went down on Sunday night to place obstructions around Fort Sumter. The obstructions consisted of logs squared on two sides, chained together in pairs about 3 feet apart, the ends chained together. On one of the squared sides railroad bars were bolted on as on a track, which of course floated undermost, leaving the upper surface of the wharf about level with the water. The logs were about 40 feet long, and he thinks there might have been about twenty pair. They extended along the northeastern, southeastern, and gorge wall to the wharf. Has heard, but does not know, that there are two or three guns in Sumter bearing toward the city and the channel. Has heard that if shelling had been continued Sumter would have been evacuated. They got back to their vessel about midnight. They have three small steamers, side-wheel, that ply between the city and the forts.

Heard the captain of one of these boats say that his steamer was ordered to carry troops to Sumter if the latter was attacked. Obstructions were towed down by a steamer. Towed all the obstructions at one time. Came down from one of the lower wharves on Cooper River. Passed down the main channel, passed close to Fort Johnson, and from there to Sumter. Passed an ironclad lying at anchor about a mile inside of Sumter. Was not aware of any obstructions or of any care taken in coming down to avoid anything at all.

Ironclads.—Has been on board two of the ironclads, but can't distinguish the *Charleston* from the *Palmetto State*, they being so much alike; had a gun at each end and one at each side. Does not know anything about the caliber of the guns. Saw some projectiles—conical; thinks one of them was 8 inches in diameter. This ironclad is plated with solid plates; measured the thickness at one of the ports; found it a fraction less than 3 inches. Noticed the torpedo; is on the end of an iron pole on the bow; doesn't think that the length of the pole from the torpedo to the vessel was over 15 feet. Torpedo contained 75 pounds powder. The torpedo is oblong, and has eight or ten nipples at the outer end.

Everything in the description of boats is fixed for torpedoes, even to the capain's gig.

Torpedo boats.—Saw the "David" hauled up on the wharf, being covered with thin boiler iron. The musket balls from the *Ironsides* had pierced her; thinks she is about 37 feet long; thinks the diameter midships is not more than 5½ feet; saw her afterwards in the water. This was about the beginning of November. Saw her afterwards running up and down, for trial of speed, apparently. Doesn't think that there were more than 4½ feet out of water, and 10 feet of her length. She has two cylinders, diameter about 5 inches, stroke 8 inches. Thinks she was going 5 or 6 knots. Her pipe is about 8 feet above the boat; diameter, 12 inches. Thinks the pipe can be lowered. Body of

boat shaped like a cigar; shaft comes out at the very apex of the end of the boat. Propeller is outside the stern end, and rudder is outside of that. Propeller has four blades; new ones have only two. Saw her last week, and has no knowledge of her having gone down the harbor. Has heard that twenty-five have been ordered to be built similar to the "David." Has seen eight or ten in course of construction at the different ship yards on Cooper River; those near the ironclad No. 3 are most advanced. At this, No. 3, there were four altogether; one just begun, two ready for their engines, and one nearly ready for launching. Had her engine in, all complete; is probably launched by this time; about the same size as first one. Saw construction of two begun at yard No. 2 and two or three are just begun at yard No. 1.

The "American Diver" was built at Mobile and was brought on two platform cars from Mobile to Charleston; saw her in all stages of construction at Mobile. Sometimes worked near her in the same shop. Thinks she is about 35 feet long; height about same as "David" (5½ feet); has propeller at the end; she is not driven by steam, but her propeller is turned by hand. Has two manholes on the upper side, about 12 to 14 feet apart. The entrance into her is through these manholes, the covers being turned back. They are all used to look out of. (Will give a sketch and description of her.) She has had bad accidents hitherto, but was owing to those in her not understanding her. Thinks that she can be worked perfectly safe by persons who understand her. Can be driven 5 knots an hour without exertion to the men working her. Manholes are about 16 inches high and are just above water when trimmed. Believes was brought here about 1st September; has seen her working in the water afloat; passed her in the gig—she being [sic] the last time before his arrival. Has drowned three crews, one at Mobile and two here, 17 men in all. When she went down the last time, was on the bottom two weeks before she was raised. Saw her when she was raised the last time. They then hoisted her out of the water, refitted her, and got another crew. Saw her after that submerged. Saw her go under the *Indian Chief*, and then saw her go back under again. She made about one-half mile in the dives. Saw her dive under the *Charleston;* went under about 250 feet from her, and came up about 300 feet beyond her. Was about twenty minutes under the water when she went under the *Indian Chief*. Her keel is of cast iron, in sections, which can be cast loose when she wishes to rise to the surface of the water. Believes she is at Mount Pleasant. One of her crew, who belongs to his vessel, came back for his clothes, and said she was going down there as a station, where they would watch her time for operation.

JANUARY 8, 1864.

Examination of George L. Shipp, who deserted from the rebels two days since, and was sent to me by General Terry:

Obstructions.—Saw the obstructions between Sumter and Moultrie about a month ago.

They began about 400 yards from Fort Sumter. Thinks they were about 75 yards long. Went along the obstructions to the end of them near Moultrie. Does not think there are any others nearer Moultrie. Thinks there were several lines of them about 10 feet apart. Has never been near the line of piles opposite Johnson, excepting to pass

them but once, then the boat passed between two of them, trailing oars to do so. Think they are 10 feet apart generally, and no connection between them.

Never heard of any torpedoes or obstructions in Cooper River, as far down as Castle Pinckney. Has not heard of any in the main channel as far as Fort Johnson; vessels run up and down freely as if there was nothing there. Has been in the habit of pulling up and down there in the picket boat. Has seen sloops and wood boats beating up the main channel to the city. Has no personal knowledge of any torpedoes at all, but has heard from some of his shipmates that there are some and that they helped to put them down. Believes that they are near the obstructions between Sumter and Moultrie; thinks none have been put down since September.

At the wharves there are also three or four rafts with inclined surfaces and six torpedoes at the upper end of each raft, which are to be taken somewhere. These torpedoes are shaped like a bottle, and have but one nipple; don't look to be as large as the torpedoes attached to the rams. These rafts are intended for use in some parts of the harbor, but don't know where. They are six stout timbers framed, and the end of them is seen about 3 feet above the water, and the torpedoes are attached to the end of each timber. They are anchored near the wharf; knows there are three, and think four. The floating battery that was used in the attack on Fort Sumter April, 1861, is a wreck near Fort Johnson. Does not know anything about the obstructions that floated down the harbor; never saw or heard of them.

Ironclads.—Was in the habit of going aboard the *Charleston* before going on picket. She has a bow gun; was told that it was a 9-inch rifle; has one gun aft and one on each side—all VIII-inch smoothbore, four guns in all. Bow and stern gun pivot on either side, which makes three guns in a side to fight. The *Charleston* is fully manned; crew not over 150 men; Commodore Tucker has his flag on her. Captain Hunter commands the vessel. Does not think the *Charleston* is very fast, rather slow. Has a torpedo at her bow, generally triced up in daytime. The pole is of iron about as thick as his wrist. The joint of the pole is at the bow; thinks the length of the pole to the torpedo is 16 or 18 feet. Was told that the torpedo contained 70 pounds of powder. Has five knobs at the end for nipples. The torpedo is flat at the base, corners rounded at the upper end.

Has been on board the *Chicora* once in the daytime. She is built like the *Charleston*, but has only three guns—one forward and one aft, and one on the port side; none on the starboard side. Does not know the caliber of these guns; they may not be as large as those on the *Charleston*. Port on the starboard side, but no gun. Has a torpedo like the *Charleston*. Thinks she is unequal to the *Charleston*. She was alongside the dock when he left; wants a new boiler and is said to leak.

Was aboard the *Palmetto State* once. The battery looked to him the same as the *Chicora*. Has four guns, one at each end and one on each side. Does not know any more about either of these vessels. *Palmetto State* sometimes comes down on picket instead of the *Charleston*.

Has only seen one of the new ironclads building; the sides of casemates are up, but top is not up; no iron plating on yet. Saw it a week ago. Has not been near the other ironclads, but has seen them at a distance; knows there is no plating on them yet.

There is another little steamer called the *Torch* lying at the wharves. She is built like the other ironclads, with a casemate, but is very small. Has no guns mounted, but has a pole projecting from her bow, with three branches at the end, with a torpedo on each. The pole is about 12 feet long. Each torpedo is about the size of the one on the *Charleston*, and contains about 70 pounds of powder. (This is supposed to be the boat that came down and crossed the bows of the *Ironsides* August 21, at night, and when hailed, answered, that she was "the Live Yankee, from Port Royal;" she escaped without damage.)

Torpedo vessels.—Has seen the "David," the torpedo boat that attacked the *Ironsides* October 5. Saw her at the Charleston wharf five or six days ago. She was lying alongside the wharf and he looked directly down upon her. There were only two men in her at the time. She had been at Mount Pleasant and had come back the day before. He saw her steaming back to Charleston from Mount Pleasant. She went fast and looked to him to be about 25 feet long; merely guesses at the length, as he has no information of it. She had her torpedo raised out of water at the end of her pole; thinks the pole was 9 or 10 feet long. Thinks the torpedo was about the size of the one on the *Charleston;* has heard that it contains 70 pounds of powder. Common talk is that they expect to make another attack some dark night, but has heard no officer say so. Does not know why she has not been out before, but knows that they have been covering her with thin iron. It was said that she was not hurt when she came down on the *Ironsides*, but hears that she was hit with some musket balls. Heard the engineer of the "David" say that the water thrown up by the torpedo put all her fire out but a little; that there was enough steam left to back her off; then he made up the fire and got away. He knows that there are two other "Davids" building next to the lower ironclad; saw them about 200 yards off as he passed down the river; one has its screw in place, the other has not. Does not know whether their engines are in or not. Has heard of others building, but does not believe it. The new ones are wood, not having been lined with iron yet.

Believes that the "American Diver" is at Mount Pleasant; saw her when they were getting the drowned men out of her. She was pulled upon the wharf at the time. He was about 30 yards from her. There were seven men drowned in her. Was looking at her when she went down 60 yards from the receiving ship. She went down several times but came up again. She would stay under water ten minutes each time, and would come up 75 to 80 yards from where she went down. At last she went down and would not come up again. She remained down nine days before she was raised. This was about two months ago. She was then taken to the wharf and hauled up. They launched her again in about a week, but nothing was done with her until lately, when they fitted her up again and sent her down to Mount Pleasant, where she now is. Does not know that she has dived since. It was promised to the men that went in her that she would not dive again. When she does not dive, she only shows two heads above the water about the size of a man's head. He thinks she is about 20 feet long and the manholes are about 8 feet apart. She is made of iron.

Fortifications in Charleston Harbor.—Has been in Fort Johnson. Was there last about two weeks ago. Has seen the guns—only six—and knows that one of them is rifled; has felt the rifling. It is on the extreme right. The other five are smoothbores (has been told so).

Is certain that the rifle gun is 10-inch bore. Of the others has no positive knowledge. Thinks two are VIII-inch and the others X-inch. Has never been inside the work. Has seen the guns from the outside. The guns are considerably above the level of the water.

There is a battery about three-fourths of a mile west of Johnson; does not know its name. Was in a boat and landed some officers at the battery on Christmas day. Walked along by the battery outside. Saw one gun in it. Thinks it is a IX-inch; is not positive. Saw that it was a smoothbore. The shore is pretty bluff, at least 10 feet higher than the water, it being then high tide. The crest of the work is chin high and the gun looks right over it.

Has been within 400 yards of Ripley. It is oblong in the direction of the channel. The end toward the sea is said to be plated with iron. Does not know how many guns are on Ripley; hears there are three.

Has not been in Castle Pinckney. Knows nothing about it, neither from hearsay nor in any other way.

The work at the garden of White Point is of sand. Was there once about five weeks ago. Did not go inside; was not permitted. Walked outside along the work. The work was finished then, and there were three guns in it, all alike, which he believed to be 8-inch guns, but did not ask. The large English gun which split at the breech in firing was not mounted, but was lying on the ground. Did not hear that anything had been done with it since. Two of the guns looked toward Ripley and the other more to the southward.

Has seen the battery where the other large English gun is mounted, but has never landed there. Work is still being done there. It is on a wharf near the water; saw it last Wednesday.

Above that is another battery near a wharf; was there a week ago. The landing from the receiving ship is at wharves near this battery; has never been inside the battery. There is one gun in this battery; feels pretty sure that it is a smooth-bore IX-inch. Is aware of the peculiar shape of a IX-inch gun and describes some of its principles—large breech and smooth, without bands.

There is another battery somewhere above the landing, at the corner of a wharf; was at it a month ago, but not inside. Has one gun in it similar to the one in the battery at the landing, IX-inch.

These are all the batteries he knows of along the Charleston wharves on Cooper River.

Mode of escape.—Was quartered on board the receiving ship *Indian Chief*, which lies in Town Creek, opposite railroad wharf—400 yards from it.

Left the *Indian Chief* in No. 7 at 4 o'clock Wednesday afternoon, as usual. Pulled down toward the ram *Charleston*, not quite so far down as Fort Ripley, lying off the battery with one gun. When they left the vessel the boat had five men, coxswain, and officer, as usual. Had six rifles and six cutlasses. Stayed a few minutes alongside the *Charleston*, then pulled for Fort Johnson, where they arrived about dark. As the weather was bad, the boat did not go out on picket. The officer and two men went up on the fort; two went up on the wharf. Shipp and another man remained at the end of the wharf; this was about dark. At about 8 o'clock got into the boat and left the wharf. They pulled about for Cumming's Point, crossed the shoal, got aground once and got clear. Arrived at the point before midnight. Name of other man was Carmine. Thinks the men in the

Indian Chief are generally dissatisfied and would leave if they got a chance.

General remarks.—Thinks the people expect an attack from the Navy. They think the batteries on Sullivan's Island and Fort Johnson will hurt us a good deal, but don't depend much on their ironclads. They don't think their batteries will stop us, but think that the torpedoes and obstructions will. Thinks there is a disposition amongst the citizens to give the city up rather than have the monitors destroy it.

Observed the firing of the monitors at Sumter from the receiving ship. Thinks their firing did it more damage in proportion to the number of shots fired than the land batteries. They have no knowledge of the monitors being injured by their own fire. Seems to think that the *Ironsides* is more formidable than the monitors.

Report of Chief Engineer Mason, U. S. Navy, regarding a proposed torpedo guard.

U. S. IRONCLAD PASSAIC,
Off Charleston, January 8, 1864.

SIR: In compliance with your request, I herewith enclose a hasty sketch* of the torpedo guard which I proposed to you last night.

The light iron outriggers *a* are hinged at *b* and can be raised by pendant blocks, and falls over the stanchion *c*.

Rope or wire netting can be used on these outriggers, as shown by the black diagonal lines in the side view, but I believe the simplest and most effective guard is horizontal courses of iron wire, secured to the outriggers only, as shown by the red lines.

A 1-inch rope netting made with 2-inch meshes, 496 by 6 feet, weighs 1,790 pounds, and a 1½-inch one weighs 3,220 pounds.

One-eighth inch wire netting, 496 by 6 feet, with 1-inch meshes, weighs 2,240 pounds.

Three-sixteenth inch wire netting of the above dimensions weighs 4,480 pounds.

I strongly recommend 36 courses of three-sixteenths or one-fourth [inch] wire secured to the outriggers, 2 inches apart; courses of three-sixteenths weigh 1,500, and one-fourth 3,000 pounds.

This arrangement has great strength, is very light, offers little resistance to the water, and can be removed, tied up, and laid on deck in fifteen minutes after the outriggers are hoisted.

The work can all be done at Port Royal at a small expense.

The wire can be procured in New York and sent here in one week.

The fitting the arrangement to the vessel can be done in three days. If the plan is adopted, I can make the necessary detail drawings in one day.

Three-sixteenths iron wire will support 600 pounds, one-fourth iron wire will support 1,200 pounds.

Very respectfully, your obedient servant,

HENRY MASON,
Senior Engineer.

Lieutenant-Commander E. SIMPSON,
Commanding.

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* Sketch not found.

Letter from Commander Balch, U. S. Navy, to Brigadier-General Gordon, U. S. Army, regarding a reconnoissance to Legaréville, Stono River.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, January 8, 1864.

GENERAL: I have just received the report of the officer whom I sent on a reconnoissance last night to Legaréville. He proceeded cautiously in the *Pawnee's* launch as far up the Stono as the piles on the John's Island side, but could discover no movement on the part of the enemy, and speaks confidently that the rebels were not engaged in putting up works in Legaréville last night.

What think you of sending out a force under cover of our guns to make reconnoissance on John's Island? I shall keep a lookout on the enemy as well as I can, but I think an occasional scouting of the localities in the vicinity of Legaréville advisable.

Very respectfully, etc., GEO. B. BALCH,
Commander.

General GORDON,
Headquarters, Gordon's Division.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Grozier, U. S. Navy, to assume command of the U. S. S. Mohawk.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 8, 1864.

SIR: You are hereby detached from the U. S. ship *Vermont*, and will report to Commander William Reynolds, senior officer present at Port Royal, [S. C.], for the command of the U. S. S. *Mohawk*.

Very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Master WM. U. GROZIER,
U. S. Ship Vermont, Port Royal.

Report of Lieutenant-Commander Gibson, U. S. Navy, requesting articles needed for the efficiency of the U. S. S. Catskill.

U. S. IRONCLAD CATSKILL,
Off Morris Island, January 8, 1864.

SIR: For better defense from torpedoes, and to make provision for the destruction of men and boats engaged in such assaults, I have to request that the *Catskill* may be supplied with the following articles, viz:

Two 12-pounder howitzers, of the lightest weight possible to be had, on field carriages, with canister and shrapnel ammunition.

A calcium light, with the experts necessary for manipulation.

And a system of iron outriggers and small wire rope, or whatever else may be devised less cumbersome than the defenses with which this vessel is now provided. I have heard described a plan submitted by Lieutenant-Commander Simpson, which seems to me sufficiently well

adapted to the requirements of the monitors, in view of the picket and other service demanded of them.

I have the honor to be, sir, very respectfully, your obedient servant,

WILLIAM GIBSON,
Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Meade, U. S. Navy, commanding U. S. S. Marblehead, to proceed north for repairs to that vessel.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 9, 1864.

SIR: The fleet engineer reports that it is absolutely necessary to dock the *Marblehead* to make repairs, and recommends that she be sent north for that purpose.

You will therefore prepare the vessel as speedily as possible for the passage to New York, and stop here on your way for dispatches.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander R. W. MEADE, Jr.,
U. S. S. Marblehead, Port Royal.

Picket report of Lieutenant-Commander Bunce, U. S. Navy, commanding U. S. S. Philadelphia.

U. S. S. PHILADELPHIA, *January 10, 1864.*

SIR: I have to report that on the night of the 9th, I, in company with a boat from the *Racer*, proceeded toward Charleston. The calcium light of the *Passaic* prevented further operations. On my return I heard plainly the sound of paddle wheels, close inshore, near Sullivan's Island. I fired two muskets, which were immediately answered by the outside blockaders.

At 3:30 a. m. I returned to the advance picket monitors.

Very respectfully,

F. M. BUNCE,
Lieutenant-Commander.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. Catskill, regarding certain articles requested for that vessel.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 11, 1864.

SIR: Yours of the 8th was received only this morning.

I ordered two howitzers to be furnished each monitor some two days ago. If this has not been done, it will be attended to immediately.

The light 12-pounder howitzers (of 430 pounds) are very scarce, but if there are any on hand not appropriated you shall have them. Professor Grant has been instructed to furnish each monitor with a calcium light. If it has not been done, the fleet captain will request him to visit your vessel to-day for that purpose.

I have no objection whatever to provide you with Captain Simpson's wire network. There is nothing of the kind here, however, and it must be ordered from the North, which, no doubt, will require some time.

The rope network has been furnished because it is immediately available, and I am under the impression that it will also be found the best for the present object, and for the facility with which it can be replaced.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander WILLIAM GIBSON,
Commanding U. S. Ironclad Catskill.

Report of Lieutenant-Commander Luce, U. S. Navy, regarding information obtained from prisoner taken in Wilmington River.

U. S. S. NANTUCKET,
Port Royal, S. C., January 11, 1864.

ADMIRAL: I have the honor to report my arrival here at about 5 this p. m., having left Wassaw Sound, where we were relieved by the *Patapsco* at 6 this morning.

On the 8th, while steaming up Wilmington River, the *Wissahickon* came upon a small oystering party from the rebel picket station at Turner's Rocks, about 4 miles below Thunderbolt. A shell from the 20-pounder rifle was exploded over their heads, when one of the party in a small skiff, being far behind the rest, pulled on board and gave himself up as a prisoner of war. He proved to be a young Scotchman, about 19 years of age, and was one of the crew who came over in the *Fingal* about two years ago. The rest of the party escaped.

David McDade, the prisoner, gives some interesting information, and I would esteem it a favor if you would allow me, as soon as the work on the vessel is well under way, to run up to Morris Island to see you on the subject.

Very respectfully, your obedient servant,

S. B. LUCE,
Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, vesting him with absolute authority in naval operations against Charleston.

NAVY DEPARTMENT, *January 11, 1864.*

SIR: The Department will repeat to you the substance of a former letter under date September 12, 1863.

You are fully authorized to take all necessary measures to effect the great object entrusted to you, including the removal of obstructions in the harbor as well as in silencing or passing the batteries on shore. Of the plans and purposes already accomplished or in process of accomplishment, you are better informed than the Department, and consequently can better judge and decide in regard to the proposals which may be submitted to you.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Order of Rear-Admiral Dahlgren, U. S. Navy, to commanders of ironclads.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 12, 1864.

I have just received from the Navy Department the document sent herewith. It clearly points to information already in my possession, which occasioned the order No. 2, January 7, and confirms the policy of the precautions therein directed.

In addition to which, I think it will be well to let the ironclads lay alongside of some vessels of less importance, such as the store vessels, thus guarding one side completely. Two store vessels can be anchored on each side of the *Ironsides*.

I earnestly call your attention to the great necessity of preserving the monitors from harm, and all other purposes are subordinate to this.

In addition, all boats that can be spared will be ordered in at night.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

COMMANDERS OF IRONCLADS.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Harrison, U. S. Navy, to assume command of the U. S. S. Catskill.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 13, 1864.

SIR: You are hereby assigned command of the monitor *Catskill*, and will relieve Lieutenant-Commander Gibson from that duty, he being ordered by the Navy Department to command the *Nipsic*.

He will remain, however, on board the *Catskill* for a week or ten days, in order to communicate to you full information in regard to the peculiarities of the vessel and its management; the various duties performed, especially on picket; the precautions to be taken against the attempts of the enemy, and the weather, the localities frequented by the monitors, channel ways, enemy's batteries, etc.

He will also transfer to you the several orders in relation to the monitors, and, in view of well-known facts, I need hardly impress on

you the extreme importance of this class of vessels; they are the bulwark of the Union in this quarter.

You will keep me informed of every incident in connection with the duties and condition of the *Catskill*.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander N. B. HARRISON.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the Confederate "Davids" and the "Diver."

No. 16.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 13, 1864.

SIR: I have the honor to acknowledge having received your letter of the 5th instant, enclosing one from Mr. Haynes.

The information therein contained is, I doubt not, substantially correct in general.

One week ago, however, two deserters made known to me the whole project more in detail, confirming much that I had previously suspected.

It seems there are ten "Davids" building in Charleston, similar to that which torpedoed the *Ironsides*. Of these, one is completed and ready for service; the others are in different stages from the mere keel to a more advanced stage.

The "Diver," as she is called, is also ready, and with the original "David" is now at Mount Pleasant, [S. C.], on the lookout for a chance.

The action of the "Davids" has been, of course, pretty well exemplified on the *Ironsides;* that of the "Diver" is different, as it is intended to submerge completely, get under the bottom, attach the torpedo, haul off, and pull trigger. So far the trials have been unlucky, having drowned three crews of 17 men in all. Still she does dive, as one of the deserters saw her pass twice under the bottom of the vessel he was in and once under the *Charleston*. The "Diver" can also be used as a "David," so that there are really three of these machines ready to operate.

On receiving this intelligence I caused additional means of prevention to be used, as will be seen by copies of enclosed orders, and the Department may be assured that if any of our monitors are injured it will not be for lack of the utmost vigilance.

It is only in smooth water, and when the tide is slack, that any danger is imminent. As my flagship is disabled in the rudder, and has therefore to remain in the inlet, I leave her at night, go aboard of some steamer in the roads, and pass the night near the ironclads, giving my own personal attention to their condition. Last night I went up to the advanced monitor about 9 o'clock. It was an ugly, rainy night, but I found all on the alert. It is indeed dangerous to approach an ironclad, as they fire on the instant. Besides their outriggers and submerged nettings, the water in advance and around is patrolled by several steam tugs and a number of cutters, while the scout boats are thrown out far ahead.

If those who so ignorantly or basely endeavor to persuade the public that the monitors here are idle could witness one night of such vigils, they would feel disgraced at having so wantonly traduced the officers and men, who give themselves to such incessant and hard service; a battle would be far preferable.

There is, no doubt, much to be apprehended from these torpedoes, and I have already suggested to the Department an extensive use of similar means. I again respectfully urge on your consideration the most prompt resort thereto; nothing better could be devised for the security of our own vessels or for an examination of the enemy's position.

The length of these torpedo boats might be about 40 feet, and 5 to 6 feet in diameter, with a high-pressure engine that will drive them 5 knots. It is not necessary to expend much finish on them.

With the ample mechanical means of the North it seems that in one month five or six could be gotten into service.

The deserters say that the rebels believe their batteries will do us much damage if we attack, but rely chiefly on the torpedoes for defense, and apply them in a variety of ways, at the bows of their ironclads, upon their "Davids," upon rafts, which carry six of the 60-pounders in a line, and even their small boats are equipped to receive a torpedo.

I regret to find that the strike among the mechanics (referred to by the Department December 3) has delayed the completion of the monitors *Onondaga*, *Tecumseh*, and *Canonicus* even beyond the date (January 1) anticipated by the Department (December 3).

They will be very welcome when they do come.

The *Nantucket* and *Montauk* are the only monitors here in the hands of the mechanics. The latter requires some attention to her boilers, which are rather tender, and a new gun; the *Nantucket* requires the additions, repairs, etc.

I shall be ready, however, when the *Onondaga*, *Canonicus*, *Tecumseh*, and *Sangamon* arrive.

Yesterday I had an interview with the agent for raising the *Weehawken*. He informs me that he is proceeding as rapidly as possible with the work, and proposes to construct a wooden coffer, so as to pump the water from above the vessel as well as out of her.

The following statement by one of the deserters is of interest:* He is a mechanic from Michigan, and some four years since crossed into Kentucky, pursuing his vocation. Moving about, he at last found himself in Alabama, driving an engine on the railroad from Montgomery to Mobile. Forced by the conscription to bear arms, he chose the Navy as affording better chance to leave, and was sent to Charleston, where he was put into a boat. He, with two others, watched their chance for two months. It is evident that when the rebels are compelled to use such men as engineers and mechanics to pull a bow oar, they are consuming their own vitals.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

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* See p. 227.

Report of Rear-Admiral Dahlgren, U. S. Navy, requesting an increased number of active steamers for service in his command.

No. 16½.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 13, 1863.

SIR: After succeeding in deferring the return of the *Marblehead* for five or six months, I am compelled to yield to the opinion of the fleet engineer and allow her to go North for repairs that can not be effected here. It appears that the *Flambeau* is in no better condition, so that four steamers are taken from the active force of the squadron, viz, *Marblehead*, *Flambeau*, *Potomska*, and *Mohawk*, which, with those under repair and at the North, make a deficit of sixteen steamers.

The vessels recently received are the *Allen*, *Perry*, *Mangham*, and *Acacia*, of which three are sailing vessels, thereby compensating but slightly for the above-named loss of force.

This is exercising a serious effect on the efficiency of the blockade, and on my ability to strike blows at different points when the opportunity offers.

I beg leave, therefore, to ask the attention of the Department to this condition of the force, and to request that some active steamers be sent here, with at least one first-class side-wheel steamer for towing monitors in passing from this place to Port Royal. It is by no means advisable to trust them at this season, with the best assistance that can be given.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Commander Colvocoresses, U. S. Navy, commanding U. S. ship Saratoga.

NAVY DEPARTMENT, *January 13, 1864.*

SIR: Proceed with the U. S. sloop *Saratoga* off Charleston, S. C., and report to Rear-Admiral John A. Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander GEO. M. COLVOCORESSES,
Commanding U. S. Ship Saratoga, Delaware River.

Report of Acting Master Gillespie, U. S. Navy, regarding the destruction of a sawmill in the Big Satilla River.

U. S. BARK BRAZILIERA,
St. Andrew's Sound, Georgia, January 14, 1864.

SIR: * * * On the night of the 31st December, I went with the schooner up the Big Satilla River and destroyed the Panama steam

sawmill. It was in working order, used as a picket station, and situated about 25 miles up the river.

I have the honor to remain, very respectfully, your obedient servant,

W. T. GILLESPIE,
Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, senior officer off Charleston, enjoining vigilance against plans of the enemy for the destruction of the Federal fleet.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 15, 1864.

SIR: The Navy Department has received information that the rebels have a plan to blow up this fleet, and considers it of sufficient importance to inform me thereof.

I can hardly think that the design would extend beyond the ironclads that constitute the inner blockade, for the outer vessels are distant and difficult of access.

Still, it would be unwise to omit any proper precautions, and I therefore advise that you will take such measures as may suffice to defeat any attempt of the kind.

I enclose for your information the directions prescribed to the ironclads. You can use these or whatever else may seem more adaptable to the purpose.

Let this be circulated among the commanders of the vessels outside for their guidance.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain JOSEPH F. GREEN,
Comdg. U. S. S. Canandaigua, Senior Officer off Charleston Bar.

Report of Rear-Admiral Dahlgren, U. S. Navy, calling the Department's attention to the depleted condition of the force under his command.

No. 18.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 15, 1864.

SIR: The Department's letter of January 7 has been received by the *Massachusetts*, stating that the U. S. consul at Bermuda gives information from a source he thinks is reliable that the blockade runners then at that port would attempt to run into Charleston instead of Wilmington.

I shall endeavor to guard against them, and at the same time would call the attention of the Department to the return of January 1, by which it will be perceived that twenty-two vessels of the force under

my command are sailing vessels, and there are sixteen steamers unavailable, being under repair, etc.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Distribution of vessels of the South Atlantic Blockading Squadron, January 15, 1864.

Vessel.	Station.	Remarks.
*Mangham	Murrell's Inlet	
Seneca	Georgetown	
*Blunt	Bull's Bay	
Canandaigua	Charleston	Outside the bar.
Housatonic	do	Do.
Nipsic	do	Do.
Acacia	do	Do.
Allen	do	Do.
Hope	do	Do.
New Ironsides	do	Inside the bar.
Weehawken	do	Do.
Passaic	do	Do.
Lehigh	do	Do.
Nahant	do	Do.
Catskill	do	Do.
South Carolina	do	Do.
Philadelphia	do	Do.
Home	do	Do.
*Adams	do	Do.
*Supply	do	Do.
*Ward	do	Do.
Iris	do	Do.
Geranium	do	Do.
Clover	do	Do.
Jonquil	do	Do.
Daffodil	do	Do.
McDonough	Light-House Inlet	
Pawnee	Stono	
Cimarron	do	
*Williams	do	
*Racer	do	
Paul Jones	North Edisto	
*Kingfisher	St. Helena	
*Wild Cat	do	
Chippewa	Port Royal	
*Vermont	do	
*Houghton	do	
Ironsides	do	
*Valparaiso	do	
Carnation	do	
Larkspur	do	
Rescue	do	
Pettit	do	
Dai Ching	Tybee Island	
Mahaska	do	
Patapsco	Wassaw Sound	
Wissahickon	do	
Memphis	Ossabaw	
*Fernandina	St. Catherine's	
Lodona	Sapelo	
Huron	Doboy	
*Smith	Altamaha	
Paul Jones, jr	do	
	Hampton River, Georgia	
Stettin	St. Simon's	
*Braziliera	St. Andrew's	
*Para	Fernandina	
*Perry	do	
*Midnight	Nassau Sound	
Ottawa	St. John's	
Norwich	do	
*Norfolk Packet	Mosquito [Inlet.]	

*Sailing vessels.

Distribution of vessels of the South Atlantic Blockading Squadron, January 15, 1864—Continued.

Vessels.	Station.	Remarks.
Wabash	Port Royal	Repairing.
Montauk	do	Do.
Nantucket	do	Do.
Sonoma	do	Do.
Unadilla	do	Do.
Water Witch	do	Do.
Hale	do	Do.
Columbine	do	Do.
Dandelion	do	Do.
Potomska		Laid up to go North for repairs.
Mohawk		Do.
Conemaugh		North for repairs
Wamsutta		Do.
Madgie		Do.
Flag		Do.
Marblehead		Do.
Flambeau		Do.
Sanford		Southern station with stores.
Oleander		Do.

Very respectfully,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Lieutenant-Commander Weaver, U. S. Navy, commanding U. S. S. Winona.

NAVY DEPARTMENT, *January 16, 1864.*

SIR: Proceed with the U. S. S. *Winona* off Charleston and report to Rear-Admiral John A. Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Lieutenant-Commander A. W. WEAVER,
Commanding U. S. S. Winona, Baltimore.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Chief of Bureau of Construction and Repair, requesting additional boats for the squadron.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 16, 1864.

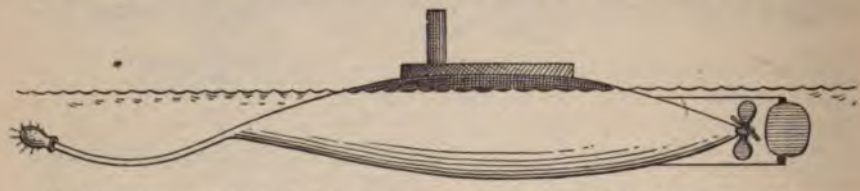
SIR: In scouting at night the inner harbor of Charleston the best boats that can be selected from the different vessels are unable to penetrate to desired points, because they are encountered by the rebel picket boats, and have not sufficient speed to pass them.

Will you please to let me have at the earliest moment at least three boats of the greatest possible speed, one pulling two oars and two pulling four, five, or six oars, as the builder may choose; a larger may be added if you think proper.

I should also like to have one or more torpedo boats built following the plan of those used by the rebels, which, from description, are 40 or 50 feet long, 5 to 6 in diameter amidships and tapering to both ends like a cigar; the engines high pressure, and capable of driving the boat 5 knots the hour.

The upper portion of the hull is alone above the water, and has a hatch, the upper edge of which is 18 inches or 2 feet above the water line.

Four persons are to be accommodated in the open space marked by the hatch, and here the fires are fed and engine worked.



At the fore end is a bar for a torpedo, at the other the propeller.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

JOHN LENTHALL, Esq.,
Chief of Bureau of Construction, Navy Department.

Order of Rear-Admiral Dahlgren, U. S. Navy, regarding the proper equipment of boats for picket duty.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 18, 1864.

Commanding officers of vessels sending boats for picket duty will attend strictly to their proper equipment for that service, and they should be inspected before leaving the vessels with reference to the following points:

To see the men properly armed; that they have a boat compass; a red lantern with a cover; lead line; the oars properly muffled; a night glass; a tarpaulin to cover arms, and at least twenty rounds of ammunition. Launches should have anchors; in bad weather, awnings; small boats, grapnels and awnings; tack hammer and tacks, with canvas or sheet lead to stop shot holes; greased oakum should also be supplied; a spare oar; in large boats, two.

The arms should be discharged after each night's service at a target, thus affording the men an opportunity for practice in the use of their arms.

The vessels outside the bar will send in two crews for each boat, the *Canandaigua's* crews to quarter on board the *John Adams;* the *Wabash's* on board the *Supply;* the *Housatonic's* on board the *Home.*

The crews may be changed weekly, by order of the commanding officers of their vessels.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Capture of the sloop Annie Thompson, St. Catherine's Sound, Georgia, January 16, 1864.

Report of Acting Master Moses, U. S. Navy, commanding U. S. bark Fernandina.

U. S. BARK FERNANDINA,
St. Catherine's Sound, Georgia, January 18, 1864.

SIR: I have the honor to report the capture of a sloop under the following circumstances:

On Saturday, 16th instant, at 12:50 p. m., discovered a vessel's mast over Milliken's Island, 5 miles distant from this ship; directly after, saw a piece of her mainsail hoisted. I immediately sent the first cutter in chase, followed by second and third cutters, all in charge of Acting Ensign C. Flood. After a two hours' chase, boarded and took possession of her a half mile below the town of Sunbury and 7 miles distant from this ship. She proved to be the sloop *Annie Thompson*, about 45 tons burden, bound to Nassau, New Providence, with a cargo consisting of 38 bales of cotton, 45 boxes of tobacco, and 25 barrels of spirits of turpentine. She attempted to run out on Friday night, 15th instant, but grounded in Milliken's Creek, when the captain and pilot left her in the boat for Sunbury, taking all papers and nautical instruments belonging to her. When boarded, there were two passengers, J. G. Cohen, and John Feely, citizens of Savannah, Ga.; two of the crew, G. King of Halifax, Nova Scotia, and Charles Norman, a Swede, who were endeavoring to escape with the sloop, but finding the boats in chase and escape impossible, anchored her and set a white flag. Enclosed please find a copy of Acting Ensign C. Flood's report to me. I have placed her in charge of Acting Ensign C. Flood, with orders to proceed to Port Royal and report to Rear-Admiral John A. Dahlgren for orders.

Very respectfully, your obedient servant,

EDWARD MOSES,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Ensign Flood, U. S. Navy, U. S. bark Fernandina.

U. S. BARK FERNANDINA,
St. Catherine's Sound, Georgia, January 17, 1864.

SIR: On the 16th instant, at 1 p. m., in obedience to your orders, I started from the ship with the first cutter and an armed crew, the second and third following, all under my command, in the direction of Sunbury, to capture a sloop there under sail, some 3 miles from the above place, apparently endeavoring to reach shore. At 3:15 p. m. boarded and took possession of her as a prize to the U. S. bark *Fernandina*. I learned that she had been deserted by her captain and pilot the night previous, having run aground in Milliken's Creek, they having taken with them all papers and nautical instruments belonging to her, leaving on board two passengers and two of the crew, who were endeavoring to get the vessel to Sunbury; but, finding escape impossible, lowered their sails and anchored within half a mile of the town. The crew and passengers also informed me that they endeavored to run out on Friday night, 15th instant, bound to Nassau, with a cargo consisting of 38 bales of cotton, 45 boxes of tobacco, and 25 barrels

spirits of turpentine. I immediately got her underway and proceeded toward the ship, she being then 8 miles distant, where I arrived at 6 a. m.

I have the honor to remain, your most obedient servant,

CHRISTOPHER FLOOD,
Acting Ensign, U. S. Navy.

Acting Master EDWARD MOSES,
Commanding U. S. Bark Fernandina.

Report of Acting Master Childs, U. S. Navy, of the U. S. bark Fernandina.

U. S. S. CANANDAIGUA,
Off Charleston, S. C., February 13, 1864.

SIR: I have the honor to submit for the information of the Navy Department the following statement relating to the capture of the rebel sloop *Annie Thompson*, at St. Catherine's Sound, Georgia, on the 16th day of January, 1864, by the U. S. bark *Fernandina*, to which vessel I was attached at the time as executive officer.

On the 9th of January Acting Master E. Moses, commanding the *Fernandina*, went to Sapelo Sound, a distance of 12 or 14 miles, leaving me in command of his ship.

On the 16th of January I discovered a vessel apparently making an attempt to run the blockade, and fitted out two boats, in charge of Acting Ensign C. Flood, who captured the vessel, which proved to be the sloop *Annie Thompson*, bound to Nassau. I then sent a boat to Sapelo Sound to inform Acting Master Moses of the capture, and on his return made to him a statement of my proceedings during his absence.

In making his report of the capture to the Department he claimed all the credit of capturing the vessel, not mentioning my name at all, and implying that he was instrumental in making the capture, when at the time he was at Sapelo Sound and had been absent from his command seven days.

I would respectfully add that I make this statement only from a sense of duty to the service and justice to myself.

I am, sir, very respectfully, your obedient servant,

C. C. CHILDS,
Acting Master, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the senior officer off Charleston to Acting Ensign Flood, U. S. Navy, to proceed to Philadelphia in charge of the prize.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., February 16, 1864.

SIR: You will proceed to Philadelphia, per *Massachusetts*, with cargo of prize sloop *Annie Thompson* and report to commandant of Philadelphia navy yard, district judge, and prize commissioners.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Senior Officer Present.

Acting Ensign CHRISTOPHER FLOOD, U. S. Navy,
Prize Master Sloop Annie Thompson.

Order of the Secretary of the Navy to Commander Williamson, U. S. Navy, commanding U. S. S. Flag.

NAVY DEPARTMENT, *January 18, 1864.*

SIR: As soon as the U. S. S. *Flag* is ready for sea, proceed with her off Charleston, S. C., and report to Rear-Admiral John A. Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander J. C. WILLIAMSON,
Commanding U. S. S. Flag, Boston.

Order of the Secretary of the Navy to the commandant of navy yard, New York, regarding U. S. S. Sweet Brier.

NAVY DEPARTMENT, *January 21, 1864.*

SIR: Order the *Sweet Brier* to proceed off Charleston and report to Rear-Admiral Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral H. PAULDING,
Commandant Navy-Yard, New York.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report regarding affairs in Savannah River.

No. 28.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 21, 1864.

SIR: I enclose copy of a report from the commander of the *Unadilla*, chiefly on account of the last paragraph, exhibiting the condition of affairs in Savannah.

It concurs with the statements of other deserters whom I have lately examined, and shows clearly the straits to which rebeldom is reduced. They are becoming suspicious not only of the foreigners, but also of the tendency of North Carolina.

Three soldiers that I send north by the *Massachusetts* came in a few days since from Lucas's battalion, which is represented as one of the best in the rebel service. They say that numbers would leave if it were not for the danger, notwithstanding which the desertions are numerous. I think it would be of use to treat well all those who leave, and have stress laid on it in the papers. The Herald is most suitable, because it finds its way into the rebel lines by some means or other, and the certainty of success in desertion and of good treatment afterwards would insure a rapid emigration of the soldiers who were not very rabid.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. UNADILLA,
Tybee Roads, Georgia, January 14, 1864.

ADMIRAL: I have the pleasure to inform you of the arrival at Fort Pulaski on the 12th instant of ten deserters from the rebel Army, all of foreign birth, but several of whom have been for many years residents in the South.

They were from Fort Cheever [Cheves: "Naval Battery"], on the Savannah River, opposite Fort Jackson, an earthwork defense of seven guns—five 32-pounders, smoothbored, and two 6-inch Blakely rifled pieces.

They represent the obstructions in the Savannah River as being of rather a formidable character, consisting of heavy piles, closely and firmly connected, with armed abutments extending on the approach from to seaward. These stretch across the channel below Fort Jackson, with percussion torpedoes, which have been moored about 3 feet below the surface at low-water mark with great care and secrecy. Above these, and crossing the channel way near Mackay's Point, is a second line of piles, driven in the form of squares and filled in their areas with stones, bricks, and other solid substances.

The deserters state that there are no heavy torpedoes arranged for explosion by means of galvanic batteries, and that there are none in the Wilmington River. Very recently, however, the rebels have been planting these engines of destruction in St. Augustine Creek, in expectation of an attack by the way of Wilmington River. Their accounts of the armament and garrison of Thunderbolt battery agree with those given by deserters heretofore examined. The fire of five 8-inch shell guns can be concentrated on a passing vessel from that battery. The magazines of Thunderbolt and Cheever [Cheves] are quite exposed. Their descriptions of the ram *Savannah* and the two on the stocks at Savannah without armor coincide with the reports of others already given you. The armor plating is expected from abroad, though efforts are being made to fabricate it at the iron works in Atlanta.

There have been no arrivals at or departures from this port for a long time. A schooner has been watching an opportunity to run out, but has abandoned the attempt as hazardous. No rafts, boats, or barges are being built at Savannah; disaffection prevails among the military and naval forces at that station; desertions from both services are frequent; foreigners in Army and Navy are regarded with such suspicion that none of them are permitted to guard the outposts, and are at all times kept under surveillance; the discipline is harsh and oppressive and rations scanty, and among the people both in the city and country about it there is great poverty and destitution.

Two Savannah daily papers of the 11th and 12th instant brought by these men, which I could not obtain, show a despondency as to their cause, which is significant. The rule of the Confederacy, according to the assertions of these deserters, is an evil only to be endured because of the inability of the people to oppose or escape from it.

I am, very respectfully, etc.,

A. W. JOHNSON,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Fleet.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the arrival at Charleston, S. C., of the U. S. S. Camelia.

No. 32.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 21, 1864.

SIR: I take occasion to inform the Department that the U. S. S. *Camelia* arrived here this morning, and has been detailed for duty at this anchorage,

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, calling the attention of the Department to defective material in the monitors.

No. 34.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 22, 1864.

SIR: I am compelled to call the attention of the Department to a serious defect in the material of the turret pinion wheels of the monitors.

They are made of cast iron, and their teeth give way very unexpectedly.

As this disables the battery of the vessel for the time, it is inconvenient under any circumstances, and in action would be most serious.

It is just reported that three teeth of the *Patapsco's* pinion broke yesterday; the pinion of the *Lehigh* was disabled in the same way yesterday.

On a former occasion the *Weehawken* and another monitor met with a like accident.

It would be well to have this corrected in the monitors now building, and new pinions forwarded for those in service. They should not be of cast iron.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Balch, U. S. Navy, regarding two torpedoes secured in the Stono River.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, January 22, 1864.

ADMIRAL: I have the honor to report that the ship has in the last two days fished up two more torpedoes in the Stono River. They were anchored directly in the channel, and from their position I think it very probable that this ship passed over them during her last reconnoissance, as also the *Cimarron*. Although ingeniously made, they

were found to have the powder injured by letting in water through the packing of the plungers. The report in relation to the torpedoes by the three deserters which I took up to you a few days since was exact, and I have no doubt of their good faith.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Morris Island.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Creighton, U. S. Navy, commanding U. S. S. Mahaska, to proceed to blockade duty at Tybee, Ga.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 22, 1864.

SIR: Proceed with the vessel under your command to Tybee and assume the direction of the blockade of that port. Lieutenant-Commander Chaplin will give you such information as he may have regarding your duties. You will stop at Port Royal on your way down for stores, etc.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Commander J. B. CREIGHTON,
Commanding U. S. S. Mahaska.

Letter from Rear-Admiral Dahlgren to the Secretary of the Navy, regarding proposed operations against Charleston.

CHARLESTON ROADS, *January 22, 1864.*

MY DEAR SIR: I am very glad to receive your note* of the 9th, and to perceive that the onerous cares of office had borne so lightly on you.

It would have been a source of great gratification to me to be able to present myself to you, and report that the work here had been concluded by our possession of Charleston.

But you have the record before you and know that it has not been possible.

Mr. Fox tells me in a note that the four new monitors will be ready about the 1st of March, at which time an effort can be made with the ten to occupy the lower harbor and to make a push at the upper.

But even to begin, there should be some modification of the injunction, that it must be successful. The operation is necessarily in the nature of an experiment, as untried forces are to come in collision.

The general character of Fort Johnson I know, and the guns mounted on it, but so much will depend on circumstances that no precise result can be assured. The chances are so far in our favor that I may reasonable expect to inflict severe damage, with no great loss. I may do all

*Not found.

that is required and can not, at the worst, sustain such loss as to endanger what was held.

If, therefore, you will consent to the trial, I hope that you will not be disappointed in the result.

I will immediately set about a report on the monitors and will forward it as soon as possible. The public are kept in the dark by the unprincipled scribblers that pervert every fact, and it is to be lamented that Congress will trammel the Administration by enquiries that do no good and much harm.

Please remember me to my kind friend, Mrs. Welles, and be assured that no one better knows and appreciates the high and steadfast purpose with which you hold the even tenor of your way than myself.

With the greatest regard, I am, most truly, yours,

JNO. A. DAHLGREN.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to the Assistant Secretary of the Navy, regarding condition of affairs off Charleston, S. C.

CHARLESTON ROADS, *January 22, 1864.*

MY DEAR FOX: Your note* of the 12th January came very acceptably. I will make a report on the monitors as soon as possible; but do not suppose that I am idle because no battles are fought; on the contrary, the blockade by four monitors of such a place as this, and the determined intentions of the rebels to operate with torpedoes, keep all eyes open. The monitors have submerged nets fore and aft, and the whole space in front of them is patrolled by tugs and cutters. I am always on hand myself after sunset. It is a faithful and most trying work for the monitors, and I can assure you that a battle would be a relief to us all, to none more than myself.

Of ironclads I ought to know something, having been in action on board the ironsides and monitors, never missing a regular action. I certainly ought to be a gunner, and think I understand the whole rebel defense. As for personal considerations, my flag has always led.

But, my dear Fox, you must modify that condition of success as indispensable. No man with such new elements in conflict can promise to be surely successful. But I can promise to go in with every reasonable prospect of giving the rebs the worst of it, and, if I do not, to haul off with no loss that will jeopard what we have gained.

This would be a legitimate operation; at the same time it should be subordinated to whatever the Department thinks best.

First, at this moment comes a report from the *Patapsco*, at Wassaw, that three of the pinion teeth are broken; yesterday the *Lehigh* reported a like accident, and the same has occurred two or three times before to other monitors. There is not the least necessity for this; it would be disabling in action. Do press on Ericsson that this should be avoided.

There is a strong disposition to desert from the rebels, and it should be encouraged.

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*Not found.

The report on the monitors will be made up with as little delay as possible.

With my best wishes for yourself and Mrs. Fox,

I am, most truly,

J. A. DAHLGREN.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Gamble, U. S. Navy, to assume command of the U. S. S. Wissahickon.

FLAG-STEAMER PHILADELPHIA, *January 23, 1864.*

SIR: You will proceed to Port Royal in the U. S. S. *Mahaska*, Commander J. B. Creighton, and, on your arrival there, report to Commander William Reynolds, commanding naval depot, for the command of the U. S. S. *Wissahickon*, relieving Lieutenant-Commander George Bacon in his command of that vessel.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Lieutenant-Commander WM. [M.] GAMBLE,
U. S. S. New Ironsides.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to the President, regarding the condition of affairs off Charleston, S. C.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, January 23, 1864.

MY DEAR SIR: Captain Lavender arrived duly with your note,* which I was much pleased to receive, and gave it my immediate attention. There seems to me no objection to a trial of his project, and I beg leave, therefore, to recommend that such be made at some navy yard under the eye of one or more experienced persons.

It would be almost impossible to make the machine here, as material and mechanics are already unequal to the daily pressing wear and tear of the vessels of the squadron.

I sent home by the *Massachusetts* a bar taken from the obstructions that were broken away by the winter freshets, from which you can form some idea of the care and labor bestowed by the rebels on the defense.

You are, no doubt, as well informed as myself of the state of affairs here. Four monitors hold possession of all the avenues of communication to the city, interdicting absolutely all access to it, so that neither men, ordnance, nor supplies of any kind can get in, nor can cotton get out to pay for them.

The position and communications of the troops on shore are as well secured against the enemy's ironclads as those in New York or Philadelphia.

The city of Charleston is converted into a camp, and 20,000 or 25,000 of their best troops are kept in abeyance in the vicinity, to guard against all possible contingencies, so that 2,000 of our men in the fortifications of Morris and Folly islands, assisted by a few ironclads, are rendering invaluable service.

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* Not found.

When the additional means shall have arrived, by which I may be able to do more without the risk of advantages so great, no man in the country will be more happy than myself to plant the flag of the Union where you most desire to see it.

With the strongest personal regard for yourself, and profound respect for the exalted office which you so ably occupy,

I am, Mr. President, most truly, your obedient servant,

JNO. A. DAHLGREN.

His Excellency A. LINCOLN,
President of the United States.

Report of Rear-Admiral Dahlgren, U. S. Navy, requesting instructions regarding the disposition of refugees.

No. 41.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 26, 1864.

SIR: The following is an extract from a communication just received from the commanding officer at Port Royal:

The *Oleander* arrived this evening from the southward with over 100 refugees, fifty odd of whom were whites—men, women, and children—from the upper part of the St. John's River, who have fled to avoid the conscription, and delivered themselves up to the blockading vessels. The rest are contrabands from various places, many of them old men, women, and children; also one white woman, sent up by the *Braziliera* as a dangerous person.

Not having any place which could be allotted them, I have asked the authorities at Hilton Head to receive them, and they are preparing a place for them and will receive them in the morning.

A hundred more are reported at the St. John's, awaiting an opportunity for this place.

In the same letter he reports the arrival of 8 deserters from Fort McAllister. They have nothing new or important to communicate.

Two of them were in Fort McAllister during the bombardment last year by our gunboats and monitor, and both say the only damage done was one gun dismounted and the major killed.

They state that a rumor is in circulation, though they can not vouch for its correctness, that the soldiers of Bragg's army were corresponding with the soldiers on the coast, in relation to throwing down their arms and disbanding.

The Department will perceive from the foregoing that a large number of refugees and deserters are now coming in.

Please to instruct me what disposition to make of them.

My general practice now is to turn them over to the military authorities.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Lieutenant-Commander Miller, U. S. Navy, commanding U. S. S. Sangamon.

NAVY DEPARTMENT, *January 27, 1864.*

SIR: Proceed with the U. S. ironclad steamer *Sangamon* to Port Royal, S. C., and report to Rear-Admiral John A. Dahlgren for duty.

The U. S. S. *Wachusett* will accompany the *Sangamon*, and tow her and afford other assistance when necessary.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Lieutenant-Commander J. N. MILLER,
Commanding (pro tem.) U. S. S. Sangamon, Philadelphia.

Order of Commander Reynolds, U. S. Navy, to Commander Cooper, U. S. Navy, commanding U. S. S. Sonoma, to proceed to blockade duty at Ossabaw, Ga.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., January 28, 1864.

SIR: You will proceed with the U. S. S. *Sonoma* to Ossabaw and relieve the *Memphis* in the blockade at that point until the receipt of further orders, receiving from Lieutenant-Commander Eastman all information in respect to the situation at Ossabaw. You will also take with you Pilot R. B. K. Murphy.

You will deliver the accompanying letter to Lieutenant-Commander Eastman.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Senior Officer Present.

Commander GEORGE H. COOPER,
Commanding U. S. S. Sonoma.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Gillmore, U. S. Army, offering cooperation.

FLAG-STEAMER PHILADELPHIA,
Charleston Roads, January 28, 1864.

GENERAL: I am just in receipt of your note* of the 27th.

I should be very glad to assist you in any way that I can.

My last advices from the Department say that the new monitors may be expected about the 1st of March.

I am very much obliged for the enclosures that you have forwarded me, which I will attend to.

Respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral.

Major-General Q. A. GILLMORE,
Commanding Department of the South, Hilton Head.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting information regarding repairs to the U. S. S. Patapsco.

No. 42.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 28, 1864.

SIR: I enclose herewith copies of letters regarding accidental damages to the *Patapsco*, and request that they may be brought to the notice of the constructors of the new monitors.

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*Not found.

These little matters of detail are really of great moment in a service which, like this, is so pressing as not to leave the least intermission.

They are very injurious to the real merits of the monitors and can be avoided without difficulty.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

PORT ROYAL, *January 27, 1864.*

SIR: I will proceed to Wassaw Sound to repair the accident to the turret gear of the *Patapsco* on the 29th instant. There are three of the teeth of the (10-foot wheel) main spur wheel broken out. Have had three cast of composition and I am now making all the necessary arrangements to complete the work in the shortest possible time down there. It will be necessary, I think, to take up two of the compressor timbers under the XV-inch gun, but this can be put in fighting trim again on very short notice. I expect, with four mechanics, to complete the work in three days. At present the turret can be revolved from beam to beam forward.

I am, very respectfully, your obedient servant,

THOS. J. GRIFFIN,
Inspector Repairs.

Rear-Admiral JOHN DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Endorsement.]

I will send Mr. Griffin down, as soon as he is ready, by a tug.

WM. REYNOLDS,
Commander and Senior Officer Present.

Report of Captain Green, U. S. Navy, recommending that vessels visiting the outside blockade be furnished with signals for identification.

U. S. S. CANANDAIGUA,
Off Charleston, S. C., January 29, 1864.

SIR: I would respectfully suggest that the tugs and other vessels of the squadron inside the bar that are likely to visit at night the waters of the outside blockade may be furnished with the signals in use outside, or some others by which they may be quickly identified.

I have been prompted to make this suggestion by the circumstance of a steamer suddenly approaching this ship at about 1 o'clock night before last, which proved to be the *Geranium*, lost in the fog.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Morris Island.

Report of Commander Stevens, U. S. Navy, commanding U. S. S. Patapsco, regarding a reconnoissance in Wilmington River, Georgia.

U. S. IRONCLAD PATAPSCO,
Wassaw Sound, January 29, 1864.

SIR: From various reports received from the picket boats for several nights previous, in regard to the supposed movements of the enemy, I deemed it advisable to make an extended reconnoissance up Wilmington River for the purpose of ascertaining his intentions, to satisfy myself if any torpedoes or obstructions of any kind were opposed to our progress, and to ascertain his force.

Landing at Skiddaway battery, from one of the cutters of the *Patapsco*, on the night of the 25th instant, without discovering any appearance of the enemy, I proceeded up the Wilmington River a distance of about 5 miles without meeting any opposition.

The next day, feeling it desirable we should pursue our investigations, I got underway in this vessel, with the *Wissahickon* in company, and proceeded some short distance beyond Turner's Rocks, where we anchored. As we were in the act of anchoring off Whitemarsh Island, we discovered the sharpshooters of the enemy in their rifle pits, and opened upon them with our 12-pound howitzer, when they fled to the woods; at the same time Lieutenant Mackenzie landed, as you will see by his report, and brought off a very good boat, besides acquiring the information desired.

The evening of the day referred to above Lieutenant-Commander Bacon moved down by my order to guard the entrance to Tybee, and I remained off Wilmington Island to watch the movements of the enemy. Being within good range of Thunderbolt, I opened upon it and fired three shells from our rifle gun without receiving any return, although the shots ranged in close proximity to the object.

After this I landed with Mr. Mackenzie and a party from the *Patapsco*. I threw the men out as scouts without seeing anything of the enemy, although the fresh marks of cavalry were observed and reported upon the road, about a third of a mile from the banks of the river.

Mr. Cooke's local knowledge is of great value to us here.

From what I can see and learn, an original expedition against Savannah at this time by a combined movement of the land and sea forces would be probably successful.

Very respectfully, your obedient servant,

T. H. STEVENS,
Commander, U. S. Navy.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Order of Commander Stevens, U. S. Navy, to Acting Ensign Chase, U. S. Navy, for a reconnoissance in Ossabaw Sound.

U. S. IRONCLAD PATAPSCO,
Wassaw Sound, January 30, 1864.

Please proceed to Ossabaw in the cutter placed under your command, and hand the communication addressed to Captain Cooper to

him, and gather all the information you can concerning the firing we have heard, or the strange vessel which has appeared off the island for the past two nights.

Be as expeditious as possible, and don't allow the approach of any strange sail near you or boats. Take a good look along the shore as you go, for you may discover in some of the creeks a solution to the mysterious movements of late.

Respectfully, yours,

T. H. STEVENS,
Commander.

Acting Ensign WHITMAN CHASE.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Reynolds, U. S. Navy, regarding the disposition of certain vessels.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, January 30, 1864.

SIR: As soon as the *Memphis* can reach North Edisto, the *Acacia*, now there, will go to Ossabaw and relieve the *Sonoma*, which will then relieve the *Pawnee* at Stono, and you will hand the enclosed order to Captain Cooper.

Please finish the rudder of this vessel as soon as possible, not to delay any work on a monitor, however. I do wish to get out of this inlet.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Commander WM. REYNOLDS,
Commanding Naval Depot, Port Royal, S. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Cooper, U. S. Navy, commanding U. S. S. Sonoma, to proceed to Stono without delay.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, January 30, 1864.

SIR: When relieved at Ossabaw, you will proceed without delay to Stono and relieve the *Pawnee*.

You should have a pilot to go in and a signal to the *Pawnee* will obtain one.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Commander G. H. COOPER,
Commanding U. S. S. Sonoma.

You will also report on your arrival to Rear-Admiral Paulding, commanding the New York station.

If compelled by stress of weather or defects of the vessel, you will make the nearest port to New York.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Volunteer Lieutenant EDWARD CAVENDY,
Commanding U. S. S. Flambeau.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Warren, U. S. Navy, commanding U. S. S. Harvest Moon.

NAVY DEPARTMENT, *February 1, 1864.*

SIR: Proceed with the U. S. S. *Harvest Moon* off Charleston, S. C., and report to Rear-Admiral John A. Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Acting Volunteer Lieutenant J. D. WARREN,
Commanding U. S. S. Harvest Moon, Boston.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report regarding the capture of a Confederate sloop by boats from the U. S. S. Braziliera, February 1, 1864.

No. 67.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 17, 1864.

SIR: I enclose herewith copy of a report from the commander of the *Braziliera*, giving an account of the capture of a rebel sloop by the boats of the *Braziliera*.

The affair seems to have been very well managed by Captain Gillespie.

The claim made by Mr. Lasserre to the sloop and 20 bales of the cotton on board I refer to the Department for its decision.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. BARK BRAZILIERA,
St. Andrew's Sound, Georgia, February 3, 1864.

SIR: I have the honor to report the capture on the night of the 1st instant, by a boat expedition from this vessel, commanded by myself, of a sloop just built and loaded with 72 bales upland cotton, weighing 35,700 pounds; she at the time lying at the picket station at Cabbage Bluff, about 10 miles above Brunswick. We also secured the picket, consisting of a sergeant and 6 privates, belonging to the Fourth Georgia Cavalry, and 6 civilians, 5 taken aboard the sloop and 1 ashore.

I divided my force, numbering 28 all told, into two parties, one under myself, securing the sloop, and the other, under Acting Ensign Nelson C. Borden, capturing the pickets. The surprise was complete in both instances, and we effected our object without resistance.

Having entirely cut off the communication with the rebel camp, I remained about two hours and brought away the families of Mr. Lasserre and Mr. Dangaix, consisting of their wives and eight children.

The civilians we took ashore proved to be a Mr. Williams, an inoffensive old man, who had come down with a pass for Mr. Lasserre's family to go through the rebel lines. In consideration of this fact, I have concluded to land him on the main again.

Mr. Lasserre, who has for some time been living aboard this vessel, took the oath of allegiance on the 16th of October, 1863, and has kept me constantly notified of her progress. He built her with the intention of putting his family and what of his property he could convert into cotton in her, and then delivering her into our hands. At the time of taking the oath of allegiance I drew up and he signed the accompanying paper to that effect. The rebels having divined his intention, he was compelled to seek refuge aboard my vessel. He piloted me up and was invaluable throughout. I think that, in justice, his claim to her and to the 20 bales of cotton should be recognized. Without his assistance it would have been impossible for me to have succeeded, and all that he is worth is in her. Concealed in the hold I found papers which abundantly establish her intention to have run the blockade; also a small mail, all of which I shall forward to you by the prize master. I shall let the *Oleander* tow the sloop to Port Royal and shall also send the prisoners and crew on her.

On one of the men I found $217 in specie and $1,000 in Georgia State bank bills, which I have placed in the paymaster's charge, awaiting orders.

Very respectfully, your obedient servant,

W. T. GILLESPIE,
Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron.

[Subenclosure.]

I do hereby certify that the sloop *Buffalo*, captured by an expedition from the U. S. bark *Braziliera* on the night of February 1, 1864, was built by me and is lawfully my property, as also are 20 bales of upland cotton, composing a portion of her cargo. At the time of signing a paper dated October 16, 1863, on board the U. S. bark *Braziliera*, relative to said sloop *Buffalo*, I expected to have filled her entirely with cotton belonging to myself. Failing to do so, however, the balance of her cargo, over the 20 bales above mentioned, was loaded into her by parties resident in the State of Georgia, and against said balance I have no claim whatsoever.

JOHN B. LASSERRE.

Witnesses:
J. H. BENNETT, *Acting Ensign.*
H. G. THAYER, *Yeoman.*

Done before me this — day of February, 1864.

W. T. GILLESPIE,
Acting Master, Commanding.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the assignment of a commanding officer to the U. S. S. Sangamon.

NAVY DEPARTMENT, *February 2, 1864.*

SIR: The *Sangamon*, having been originally intended for Commander D. Ammen, has been sent to the squadron under your command without a commander.

You will assign an experienced commander to her.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Bunce, U. S. Navy, to cooperate with army forces in preventing the relief of Fort Sumter.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, February 2, 1864.

SIR: I have agreed to cooperate with Colonel Davis, commanding Morris Island, in endeavoring to stop the usual relief of Sumter, which is reported by a deserter to take place to-night.

A detachment of 100 men, including 25 marines, in a suitable number of boats, will be placed under your command for that purpose.

It was my intention that the boats should have passed up by the little stream in the rear of Morris Island; but this proved to be impracticable at high tide last night.

Colonel Davis, however, suggests that the boats may pull close round Cumming's Point and join his detachment, which you are therefore authorized to do.

You will be careful not to risk the detachment against a superior force, nor to incur the chances of grounding by the falling tide, so as to be under the fire of any of the enemy's batteries.

Captain Pickering may probably be present; and if so, you will communicate these orders to him, and be governed by any directions that he may think necessary to carry them out.

You will report the result in the morning unless circumstances should require it to be done previously.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander F. M. BUNCE.

Destruction of blockade runner Presto, ashore off Fort Moultrie, February 2, 1864.

Report of Rear-Admiral Dahlgren, U. S. Navy.

No. 52½.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, February 3, 1864.

SIR: But a few days since I closed a long communication* on the subject of ironclads by a remark on the efficacy which they gave to

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* See Series 1, vol. 14, page 590.

the blockade here; and I stated therein that no vessel had gone in or passed out of Charleston since they were able to give full attention to this matter.

Agreeably to the information recently communicated to the State Department, however, the attempt has been made and so far successful as to insure the ruin of the intruder.

On Tuesday morning (February 2), having passed the night as usual among the ironclads, when I came on deck about sunrise to go into the inlet to transact current business, my attention was drawn to a very handsome steamer close under the batteries of Moultrie, which was the first notice I had of her being there. She showed a fine, very low, and long hull, with two short funnels, painted white.

Hastening up to the advanced monitor, I directed her to open fire with her rifle gun; the distance about 2,500 yards. The other monitors were ordered up, and some exceedingly fine practice was witnessed. The rifle guns of the *Lehigh* and *Passaic* soon gave evidences of their being well handled; the XI-inch of the *Catskill* and *Nahant* had not port room for a little more elevation, and their shells just fell short.

I ordered a 12-pounder boat howitzer to be tried from the *Nahant*. Captain Cornwell and his executive officer, Lieutenant H. C. Tallman, between them managed to put the first shell into the steamer, which was a capital shot, when the distance was not less than 2,700 yards, for the *Nahant* had dropped below the other monitors to get the howitzer and ammunition.

Colonel Davis, commanding Morris Island, also opened from Fort Strong and Battery Gregg. Between us the vessel was well spotted by sunset, some very large holes appearing in the hull and wheel boxes.

This morning I observed that the northwest gale had so blown out the water that the bottom of the steamer was nearly bare. I ordered the *Lehigh* and *Passaic* to recommence and also asked Colonel Davis for the fire from Gregg. By 1 o'clock the vessel was in flames, which will, I hope, deter others from similar exploits.

I enclose the reports of Captain Bryson, of the *Lehigh*, and Captain Simpson, of the *Passaic*.

That she was able to get in so far was chiefly due to the exceeding paucity of steamers on the outer blockade. The great wear and tear experienced by the heavy weather of the season always keep an inconvenient number off duty.

On Tuesday night another steamer attempted to get in, was discovered and chased, but was lost sight of.

The party of refugees who left Charleston on Wednesday night at 8 o'clock state that no vessel had arrived since Monday night, when the *Presto* was run ashore near Moultrie. An officer of the *Presto* said that six or seven other steamers were to try to run the blockade.

I beg leave again to urge that a few more smart steamers of light draft be spared for this place, or I fear there may be an occasional failure to stop this business.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Attantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Bryson, U. S. Navy, commanding U. S. S. Lehigh.

U. S. IRONCLAD LEHIGH,
Off Morris Island, South Carolina, February 4, 1864.

SIR: At daylight on the morning of February 2 a blockade runner (a long, low, side-wheel steamer) was discovered ashore on Sullivan's Island and just to the right of Fort Moultrie. I dropped down to the supporting picket station and there made preparations for opening on the steamer, at the same time sending an officer down to communicate with Captain Rowan, of the *Ironsides*, to ask if the *Lehigh* should be put under the fire of the batteries on Sullivan's Island. While the officer was on his way down he saw you on your way up to the *Lehigh*. After you came on board you directed me to open fire with the 8-inch rifle from where the ship then was. We fired from the rifle on the first day 42 rounds, hitting 9 times. On the following day (February 3) opened again with 8-inch rifle and two 12-pounder rifled howitzers, throwing from the rifle 26 shell, of which 4 hit, and from the howitzers 74 hollow shot and shell, of which 8 hit. The distance was from 2,400 yards to 2,500 yards. The steamer was on fire twice the first day, the flames making apparently but little progress. On the second day she was again on fire, and she continued burning until late at night. That she is so thoroughly injured that she will never again float I have no doubt, as I have every reason to believe that some of the shot and shell passed through and through her, and two of our shell were seen to explode inside.

I am, respectfully, your obedient servant,

A. BRYSON,
Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Simpson, U. S. Navy, commanding U. S. S. Passaic.

U. S. IRONCLAD PASSAIC,
Off Morris Island, South Carolina, February 4, 1864.

SIR: I have to report that on the morning of the 2d instant, on discovering a blockade runner ashore off Fort Moultrie, I got underway and joined the *Lehigh* and *Nahant* off Wagner buoy, when I opened fire on the blockade runner with my 150-pounder rifle.

During the day I fired 68 rifle shells, several of which, at a distance of 2,350 yards, took effect. Remaining on picket that night, I had a picket boat constantly in the neighborhood of the vessel. There was nobody on board of her, nor was there any communication between her and the shore that could be detected.

On the following day I fired 35 rifle shell at her, several of which took effect at the same distance.

At 2 p. m. the vessel was discovered to be on fire, and she burned during the rest of the day and all of last night. Her hull is shattered

to pieces, she has the appearance of breaking in two, and in every way seems to be entirely destroyed.

Very respectfully, your obedient servant,

E. SIMPSON,
Lieutenant-Commander, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Colonel Davis, U. S. Army, commanding Morris Island, requesting cooperation from Fort Gregg.

FEBRUARY 3, 1864.

DEAR SIR: The tide is so low that the bottom of the steamer is nearly all exposed. Every shot which strikes there would be fatal, and would also assist in destroying the cargo. I have ordered the monitors to open.

Permit me to suggest that a rifle fire from Gregg would be very important.

Very truly, yours, J. A. DAHLGREN.

Colonel DAVIS,
Commanding Morris Island.

Report of Lieutenant-Commander Cornwell, U. S. Navy, commanding U. S. S. Nahant.

U. S. MONITOR NAHANT,
Off Morris Island, February 5, 1864.

SIR: Enclosed I send a report of our firing at the blockade runner *Presto* on the 2d and 4th instant.

The distance was so great on the 2d that I was unable to do much execution with our turret guns. I withdrew, took on board two 12-pounder rifled howitzers, with 135 shell, and returned to within 2,200 yards. The howitzers were fired from the deck and did good service.

On the 4th instant, in obedience to your order, I moved up the channel far enough to reach the vessel with our turret guns. The water being very smooth, and wind light, I tried the range at 1,750 yards, guns level; found the shells reached, passed through the vessel and burst over the batteries on shore. I tried to regulate the fuzes to burst in her, but found the time of flight differed very much, and I think none of the shells did burst inside the vessel.

She is, however, very much injured, being almost cut in two amidships. Several of our shells passed through her below the water line, which must have damaged the machinery and cargo seriously.

I think the fire which was burning on the 2d and 3d instant consumed all that will burn, she being an iron vessel.

On the 2d the enemy returned the fire with rifles and mortars; on the 4th no return was made.

Very respectfully, your obedient servant,

JNO. J. CORNWELL,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

Report of the firing on February 2 and 4, of the U. S. monitor Nahant.

Date.	Size of gun.	XI and XV inch shells.	Shells, 12-pdr.	Dahlgren bolts.	Total shells fired.	Number of hits.
Feb. 2	XV-inch	10			10	1
	XI-inch	17			17	
	12-pounder rifle		35	100	135	40
Feb. 4	XV-inch	15				
	XI-inch	39			54	27
Total					216	68

Very respectfully,

JOHN J. CORNWELL,
Lieutenant-Commander.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report of Lieutenant-Commander Chaplin, U. S. Navy, giving information received from the master of captured blockade runner.

No. 52.] FLAG STEAMER PHILADELPHIA,
Off Morris Island, February 3, 1864.

SIR: I enclose a memorandum from Lieutenant-Commander Chaplin, for the Navy Department.

The Murrell's Inlet therein mentioned is the most northern of the ports of this Department.

It has not sufficent depth of water to receive the least draft of the squadron (the *Daffodil*, drawing 5½ feet), except for a brief period at a very high tide.

The Department may remember that this was the place where the *Nipsic* lately burned a schooner laden with turpentine, and where the *Ward* and *Perry* lost boats' crews.

I can only station a sailing vessel there, not being able to spare a steamer from more important points, although there should be one for that service.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. DAI CHING,
Tybee Roads, Georgia, January 29, 1864.

ADMIRAL: On the 14th November last it was my good fortune to capture the schooner *George Chisolm* off the Santee River, laden with a cargo of salt. The master, Mr. George A. Johnson, of Nassau, New Providence, was a frank and honest person, and promised me that he would, on his arrival in Washington, D. C., seek an interview with the honorable Secretary of the Navy and make such propositions to that official as would enable the Government to secure other vessels that were attempting to violate the blockade of Southern ports, creeks, inlets, etc.

Not having heard of or from Mr. George A. Johnson since the capture of his vessel, I deem it my duty to communicate through you to the Department the information received from him, as I believe given in good faith and strict integrity.

Mr. Johnson appeared to have entered upon the risks of the blockade entirely from pecuniary motives, and was evidently willing to enlist on our side if the inducements were at all remunerative. The information gleaned from him in conversation while on board the *Dai Ching* may be suggestive to the Department, and with this view I submit it.

Mr. Johnson informed me that vessels running out from Nassau, [New Providence], freighted with contraband goods for Southern ports from Nassau, always skirt along on soundings and take the open sea through the North East Providence Channel by Egg and Royal islands, steering from thence about N. N. W. course toward Wilmington or ports adjacent on the Carolina coast, while those bound to Mobile run down on the east side of Cuba through Crooked Island Passage, sweeping outside in a considerable circle to avoid the United States cruisers in the vicinity. The vessels bound to the coast of the Carolinas take their point of departure from a newly erected lighthouse in the neighborhood of Man of War Cay. They are provided with the best of instruments and charts, and, if the master is ignorant of the channels and inlets of our coast, a good pilot. They are also in possession of the necessary funds (in specie) to bribe, if possible, captors for their release. Such an offer was made to myself in the capture referred to of some £800. These funds are in bills of exchange and secured about the master's person. The master of a sailing vessel, before leaving port, receives $1,000 (in coin), and, if successful, $5,000 on his return; those commanding steamers, $5,000 on leaving and $15,000 in a successful return to the same port.

The hold of this vessel contains the cargo, and the venture brought on deck is considered as the property of the master.

Mr. Johnson, who promised me so faithfully to communicate in person with the Department, represented that our cruisers invariably sought shelter in the southwest bight of Great Abaco Island during the prevalence of strong northeasterly wind, and at a distance, which will be seen from the chart, of some 50 or 60 miles from the route taken by vessels running the blockade, instead of maintaining a watchful position under the lee of Egg and Royal islands or Eleuthera, where they are protected from the sea by the reefs which partly surround them. He asserted that from the latter anchorage some four or five steamers engaged in this trade might be intercepted "inside of a moon," meaning that the vessels bound into a Southern port always select the waning moon for the attempt, while those to Nassau choose the first of a lunation. The winds most favorable for leaving Nassau are those which blow from southeast and southwest, and from the coast back those between the limits of northeast and northwest to west.

I would submit, therefore, that United States vessels stationed in the Crooked Island Passage and near Egg and Royal islands would be successful in the capture of such vessels.

Mr. Johnson further informed me that Little River Inlet and Murrell's Inlet, on the coast of South Carolina, are used by blockade runners. In the latter they discharge their cargoes and receive shipments by land, transit of but 2 miles with the interior.

Nearly all the United States cruisers being painted alike, the blockade runners readily recognize them, and Mr. Johnson advanced the opinion that if some of our vessels were painted differently and disguised as merchantmen their chances of capturing such vessels would be greatly increased.

By reference to a chart published by the British Hydrographic Office in 1855–1857, from "Cape Fear to St. Catherine's Island," copied from the United States Coast Survey, with magnetic variations for 1862, the courses steered by blockade runners will be seen at a glance; also the inlets alluded to as so easily accessible.

Very respectfully, your obedient servant,

J. C. CHAPLIN,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. Nipsic, regarding the escape of a probable blockade runner.

U. S. S. NIPSIC,
Off Charleston, S. C., February 3, 1864.

SIR: Last night, at about 11:30, a picket boat, which I had sent in to 2 fathoms of water off Long Island, [South Carolina], burned the concerted signal for a vessel running in. The *Nipsic* was anchored about half a mile N. E. from the western buoy of Rattlesnake Shoal, the picket boat about a mile to the northward and eastward of us.

I was on deck at the time, and immediately slipped the cable and steered in, N. W. by N., as close to the shore as I prudently could (it was quite close), hoping and expecting to intercept the chase. I regret to state that we could see nothing of her.

The officer of the picket boat informs me that the stranger was a steamer, and changed her course to the northward, making closer inshore upon seeing the boat's signal. Whether she steered out again or succeeded in getting past I can not tell.

It is very desirable, in my opinion, that some small steamer should nightly take up a berth in shoal water, well to the northward of Rattlesnake Shoal and near its western end.

I am, sir, very respectfully, your obedient servant,

WILLIAM GIBSON,
Lieutenant-Commander.

Captain J. F. GREEN,
Senior Officer Present, Blockading Squadron, off Charleston.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Gillmore, U. S. Army, proposing a joint movement upon Long Island.

FLAG-STEAMER PHILADELPHIA,
Charleston Roads, February 3, 1864.

GENERAL: The east end of Long Island, [South Carolina], is accessible by an inlet which has from 7 to 12 feet water, and a deep anchorage inside.

As a joint movement in this direction might be advantageous, I desire to bring this to your attention. It may include a possible

opportunity for acquiring Long Island, and thereby to some extent command Sullivan's Island, which, in a right line from west end of Long Island, has only an extent 5,000 yards.

Long Island appears to be favorably disposed to an attack unless the rebels have put up very strong works on the east end, and this can only be known by a reconnoissance, which, probably, should not be made till the time for execution, as it would otherwise excite the suspicions of the enemy.

Such an operation, if successful, might exert a great influence on the strength of their position, as they would be compelled to bring men from James Island or defend Sullivan's Island with an interior force.

The fact that you have drawn off troops and moved your headquarters to Hilton Head would tend greatly to draw attention from this quarter, and the arrangements could be made as well where you are as here.

The depth of water I shall have to take for granted from good authority, as it would be impossible to verify it without disclosing the purpose.

Of course the movement should be a surprise.

Very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Major-General Q. A. GILLMORE,
Comdg. Dept. of the South, Hdqrs., Hilton Head.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Commander Stevens, U. S. Navy, regarding a proposed combined movement against the defenses of Savannah.

FLAG STEAMER PHILADELPHIA,
Off Morris Island, February 3, 1864.

SIR: I have received yours of the 29th ultimo, giving information that you had made a reconoinissance up the Wilmington River as far as the vicinity of Turner's Rocks, [Ga.], from which you are induced to believe that a combined movement against Savannah would be successful.

This matter has already been under consideration by General Gillmore and myself, and I am only waiting the action of General Gillmore to arrange the details, which you will consider entirely confidential, and will not even make known to General Gillmore that you are aware of it.

Under date of January 30, from the *Unadilla*, Tybee Roads, the commander is of opinion that "the rebels are erecting new batteries on the Savannah and Wilmington rivers. In the direction of Long Pine Island, [S. C.], there has been very heavy firing from a new battery."

Upon all matters of this description, you will communicate directly with me under closed envelopes.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander T. H. STEVENS,
Commanding U. S. Ironclad Patapsco, Wassaw Sound.

Report of Acting Master Garfield, U. S. Navy, commanding U. S. bark Midnight, regarding the capture of the British schooner Defy, February 3, 1864.

U. S. BARK MIDNIGHT,
Doboy Sound, Georgia, February 4, 1863.

SIR: I would respectfully beg leave to make the following report in regard to the capture of the British schooner *Defy*, of and from Nassau, New Providence, by this vessel on the morning of the 3d instant, about 14 miles E. by S. ½ S. from Doboy Light, Ga.:

I left Port Royal for Doboy Sound on the 2d instant. On the morning of the 3d instant at about 8:30 a. m., while standing inshore, "by the wind," with a fresh N. W. gale, I saw a suspicious-looking schooner on my weather bow, laying to under a balance-reefed foresale. I stood inshore until I had the schooner under my lee. I then wore ship, hoisted my colors, and ran for her. She hoisted the English colors. At 10:30 a. m. I sent Acting Ensign Nichols Pratt on board of her, with instructions to make a careful examination of the vessel and her papers and to return and report as soon as possible. Shortly after Mr. Pratt returned, reporting the vessel to be the British schooner *Defy*, of and from Nassau, New Providence, bound to Beaufort, N. C., with a cargo of salt. I sent Mr. Pratt back to her with orders to send her master and men on board of this vessel, with their personal property and all the papers belonging to the vessel, and get her ready for towing. After the order was executed, I took the prize in tow and at night I anchored near the outer buoy, off Doboy, Ga. There were three men attached to the prize, viz, B. F. Pidge (master), Francis Lynch (seaman), Isaac Fisk (seaman). By the master's account he crossed the northwestern edge of the Bahama Banks on the 31st ultimo, in latitude 27° 24′ N., and longitude 79° 08′ W., and was bound to Beaufort, N. C., but upon examination I find that he had not three days' provisions on hand at the time of capture, and was over 200 miles to the westward of his straight course to Beaufort from where he crossed the Bahama Banks. The three first leaves of his log book had been cut out previous to capture. The prize is perfectly tight and in a sound and seaworthy condition. There were no other vessels within signal distance at the time of capture.

Herewith I respectfully enclose a complete prize list of the persons on board of this vessel at the time of capture. All of the papers found on board of the prize, together with a report of the circumstances attending the capture, I have sent to Rear-Admiral John A. Dahlgren for his disposal.

I remain, sir, very respectfully, your obedient servant,

WALTER H. GARFIELD,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Rowan, U. S. Navy, transmitting report regarding the disposition of the prize schooner Defy, captured February 3, 1864.

No. 169.] FLAGSHIP NEW IRONSIDES,
Off Morris Island, April 27, 1864.

SIR: I herewith enclose for the information of the Department copy of a communication received from Commander William Reynolds, commanding naval depot at Port Royal, and beg leave to state that the prize schooner *Defy* came into this anchorage this morning.

The papers in the case, including the report of survey, are in the possession of Rear-Admiral Dahlgren.

Under all the circumstances I have thought it best to send her to Washington City for adjudication, with instructions to the prize master to make any Federal port in case of stress of weather, using every precaution that may insure her safety on the passage.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., April 25, 1864.

SIR: The prize schooner *Defy*, loaded with salt, prize to the bark *Midnight*, February 3, has been lying in this port waiting to be sent North since her capture, and I have had the admiral's verbal orders to send her North as soon as the season should be sufficiently advanced, in accordance with the recommendation of the board of survey held on her February 17.

I accordingly send her to you for further orders, her papers relating to her capture and the report of survey on her having been forwarded to the admiral February 18.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander, Commanding Naval Depot, Port Royal, S. C.

Commodore S. C. ROWAN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, requiring additional precautions against torpedo attacks.

FLAG-STEAMER PHILADELPHIA,
Charleston Roads, S. C., February 4, 1864.

I have received reliable information concerning the "David" torpedo boats, which will render additional precautions necessary.

Three are now ready, and it is the intention of the rebels to attempt first the destruction of the *Ironsides*, failing in which they will operate against any other vessels, iron or wooden. The commanding officers of all vessels on this station will therefore take every precaution

in their power to guard against an attack. Further directions will be given when I become possessed of all the information now being elicited.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Commander Balch, U. S. Navy, senior officer in Stono Inlet, regarding delayed operations in those waters.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, February 4, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 1st instant, and I beg leave to add that I have made arrangements with the quartermaster to have the *Racer* towed out and the *Sonoma* brought in at the proper time of the tide.

The *Pawnee* was up Folly River, where I had gone for the purpose of ascertaining the movements of the rebels on James Island, where, in the last few days, they have been very active in throwing up earthworks within 600 yards of one nearly completed by our troops. I intended, with General Terry's concurrence, to shell the rebels and drive them off; but General Terry seemed desirous that I should wait until he could make a reconnoissance, and as these earthworks were so very close to his, and affected his forces more seriously than the naval force, I have taken no further active movement, but am ready at any moment to do so.

The *Racer* is ready for sea, and will be towed out to-day, and will report to you as per order. She has had every assistance in our power, and has been supplied with about 1,000 gallons of water.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron.

[Telegram.]

NAVY DEPARTMENT, *February 4, 1864.*

Send the *Kensington* to Rear-Admiral Dahlgren.

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Instructions of Rear-Admiral Dahlgren, U. S. Navy, to Commodore Rowan, U. S. Navy, for the temporary command of the South Atlantic Squadron.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, February 5, 1864.

SIR: I find myself obliged suddenly to leave for St. John's.

You will therefore be in command of the naval forces at this anchorage, inside and outside the bar.

The outer blockade is, of course, under the direction of Captain Green, but he also will be under your direction as senior officer.

As you have been present and have personal cognizance of the duties to be performed within the bar, I need hardly go into more detail than is indicated by my orders of December 3, January 7 and 12.

The latest information indicates that the rebels have three "Davids" ready, and the utmost vigilance therefore is required to defeat their purpose. The blockade is important, but the safety of the ironclads much more so.

The monitors should be seen by the rebels on advance picket while it is light, unless it is blowing fresh. They may drop lower down during the darkness, for I consider it essential—

First. That every effort should be made to prevent the operation of the "Davids" on them.

Second. That the monitors should be in the least water if they are so unlucky as to be [attacked by] torpedo boats.

In rough water there is little or no danger. In smooth water the monitors should anchor at low water, and not at high water, so as to be sure of the least draft.

Outside, Captain Green must watch the Rattlesnake closely.

You will keep me advised of the state of affairs.

You will make whatever disposition your judgment indicates to be best for the forces here.

When the rudder of the *Philadelphia* is fixed, she may leave for Port Royal.

If the *Water Witch*, *Oleander*, and *Dandelion* reach here, please send them with dispatch to Port Royal to look for me.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Captain S. C. ROWAN,
Commanding U. S. S. New Ironsides.

Cooperation of naval force in aid of army expedition into Florida. February 5 to April 16, 1864.*

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Gillmore, U. S. Army, regarding increase of naval force in St. John's River.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, February 5, 1864.

GENERAL: I have this morning received yours of February 3, by Lieutenant-Colonel [Edward W.] Smith, stating that you were about "to throw a force into Florida on the west bank of St. John's River and desire my assistance very much."

You ask for additional blockade force in that quarter, and say that two or three gunboats will be ample.

Also, that General Turner will confer with me.

I have not yet seen General Turner, but have ordered the additional force to the St. John's.

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* For detailed army reports, see Official Records of the Union and Confederate Armies in the War of the Rebellion, Series I, Volume XXXV.

I shall also take a look at matters personally, so as to ensure any additional assistance.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Major-General Q. A. GILLMORE,
Comdg. the Department of the South, Hilton Head, S. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Breese, U. S. Navy, commanding U. S. S. Ottawa, regarding the convoy of troops to Jacksonville.

FLAGSHIP SOUTH CAROLINA,
Port Royal Harbor, February 6, 1864.

SIR: On the arrival of Brigadier-General Seymour, you will communicate with him personally and tender the services of the *Ottawa* and *Norwich*, to convoy the troops to Jacksonville and to cooperate generally with the military expedition up the St. John's.

The *Mahaska* and *Dai Ching* are ordered to the St. John's, and on the arrival of Commander Creighton, you will endorse and hand this order to him for execution.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Lieutenant-Commander S. LIVINGSTON BREESE,
Commanding U. S. S. Ottawa, St. John's, Florida.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Pendergrast, U. S. Navy, commanding U. S. S. Water Witch, to proceed to St. John's River.

FLAG-STEAMER SOUTH CAROLINA,
Port Royal Harbor, February 7, 1864.

SIR: The admiral wishes you to proceed to St. John's and anchor outside the bar, and there await his arrival.

Respectfully, etc.,

R. L. PHYTHIAN,
Lieutenant-Commander, Acting Fleet Captain.

Lieutenant-Commander AUSTIN PENDERGRAST,
Commander U. S. S. Water Witch.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Reynolds, U. S. Navy, regarding the U. S. steamers Oleander, Dandelion, and Massachusetts.

FLAG-STEAMER SOUTH CAROLINA,
Port Royal Harbor, February 7, 1864.

SIR: The admiral wishes the *Oleander* to follow him to St. John's; also the U. S. S. *Dandelion*, if she has mails on board.

Should the *Massachusetts* arrive while the admiral is to the southward, he desires that Captain West be directed not to fail to communicate with him.

Very respectfully,

R. L. PHYTHIAN,
Lieutenant-Commander, Acting Fleet Captain.

Commander WM. REYNOLDS,
Commanding Naval Depot, Port Royal.

Order of Commander Reynolds, U. S. Navy, to Commander Balch, U. S. Navy, commanding U. S. S. Pawnee, to report for duty in St. John's River.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., February 8, 1864.

SIR: When you have taken in sufficient coal, you will proceed to the mouth of the St. John's River, which you will enter, if you find it safe to do so, and report your arrival to Rear-Admiral Dahlgren.

If you can not enter, you will report by boat to the admiral.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Senior Officer Present.

Commander GEORGE B. BALCH,
Commanding U. S. S. Pawnee.

Instructions from Rear-Admiral Dahlgren, U. S. Navy, to Commander Creighton, U. S. Navy, in view of the withdrawal of the former from Florida.

U. S. FLAGSHIP MAHASKA,
St. John's River, Off Jacksonville, Fla., February 12, 1864.

SIR: As there appears to be no further necessity for my presence here, nor of all the vessels now here, I shall leave (to-day) for the more northern stations of this command. With you will remain the *Mahaska*, *Ottawa*, and *Norwich*, also the *Dandelion*, for the present. The *Oleander* will continue on the line of communication generally from Port Royal to this place.

Your chief duties will be to keep open the communication by the river and give any assistance to the troops which operations may need; wherefore an examination of commanding points along the banks should be instituted and a vigilant lookout maintained from time to time, to make sure that the enemy erect no batteries between Jacksonville and the bar. It will be well also to examine above the town and ascertain the nearest point where the rebels are likely to establish a post or battery.

It is of importance that the steamer *St. Mary's*, abandoned by the rebels, should never revert to their possession. Every effort is to be made to raise her. If this does not succeed, and we are forced to evacuate, you will cause her to be destroyed.

You will report to me every Saturday the state of affairs ashore and afloat, and at any intermediate time if events of interest should occur.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral.

Commander J. B. CREIGHTON,
Comdg. U. S. S. Mahaska, Senior Officer, St. John's River.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Reynolds, U. S. Navy, to dispatch the U. S. S. Columbine to Jacksonville, Fla.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 14, 1864.

SIR: You will please send the tug *Columbine* to Jacksonville, Fla., to report to Commander J. B. Creighton, senior officer present at that place. She will relieve the *Dandelion*.

You will also please send to Jacksonville a coal vessel drawing not more than 9 feet of water. The *Columbine* may tow her.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Commander WILLIAM REYNOLDS,
Commanding Naval Depot, Port Royal, S. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding affairs in St. John's River and transmitting correspondence regarding the question of the possession of the prize steamer St. Mary's.

No. 54.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 15, 1864.

SIR: On Friday, 5th instant, I received a letter from General Gillmore, by his aid-de-camp, stating that he was about to throw a force into Florida on the west bank of the St. John's River, and desired my assistance very much.

As the general had expressed a wish at the last interview for my presence, I lost no time in making arrangements accordingly.

The *Mahaska*, *Dai Ching*, and *Water Witch* were ordered to the St. John's, and in the evening I myself left.

Previous to doing so I assigned Commodore Rowan charge of the blockade at Charleston.

Stopping at Port Royal, I had an interview with General Turner, chief of staff to General Gillmore, and reached the St. John's River on Monday about 8 o'clock. General Gillmore was just crossing the bar, as well as a number of transports. I passed in on board the *Oleander*, and General Gillmore came alongside to confer.

Soon after, I went up the river in the *Mahaska*, and General Gillmore followed in a steamer carrying troops, which were passing up rapidly. The *Ottawa* and *Norwich* had conveyed the van to Jacksonville. The *Water Witch* and *Dai Ching* were waiting high water to cross the bar.

On Tuesday I reached Jacksonville and learned from General Gillmore that the troops were advancing rapidly, the rebels not making a stand.

The *Norwich* was the first to pass up the river, preceding the land force of General Seymour, and after witnessing his landing at Jacksonville moved very promptly above the town and cut off the escape of a steamboat (the *St. Mary's*) which had been watching an opportunity for some time to escape with a load of cotton; whereupon the rebels burned the cotton and sunk the steamboat. I have directed that every effort shall be made to raise her, but to destroy her if any danger should arise of reverting to the rebels.

On Wednesday evening General Gillmore advised me that General Seymour had got some 50 miles into the interior without resistance.

Seeing no further need of my presence at Jacksonville, and not wishing to be absent from Charleston too long, I informed General Gillmore accordingly, and that I would leave three gunboats, *Mahaska*, *Ottawa*, and *Norwich*, under an experienced officer, Commander

Creighton. He answered that the force would be ample, and acknowledged the action of the Navy (copy enclosed, marked "A").

At this time these three gunboats were at anchor off the town, together with the *Dai Ching* and *Water Witch*, also the tugs *Oleander* and *Dandelion;* the *Pawnee* arrived on the 10th and remained below.

On the 12th I left in the *Oleander*, the *Dai Ching* and *Water Witch* having already dropped down to the mouth of the river, where was the *Pawnee*.

Next day I crossed the bar and steamed for Port Royal, leaving orders for the *Pawnee*, *Dai Ching*, and *Water Witch* to proceed to other stations.

In this instance the presence of the Navy was all that was required; the several commanders, Balch, Creighton, Breese, Pendergrast, Chaplin, and Meriam exhibited the most gratifying promptness.

Very unexpectedly a question was raised by General Gillmore in relation to the possession of the *St. Mary's*, my object being to secure her for use in the shoal waters that abound here.

I enclose the correspondence on the subject (marked "B," "C," and "D"), from which the Department will perceive the ground I assumed in the matter. Will the Department be pleased to give me instructions on the subject.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Major-General Gillmore, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, returning thanks for prompt cooperation.

ON BOARD STEAMER BEN DE FORD,
Jacksonville, Fla., February 10, 1864.

ADMIRAL: I received, some miles from here, your letter stating that you intend to leave this locality and that three gunboats would remain in the St. John's; that force is ample. The enemy will not make any resistance in East Florida for the present. They are panic-stricken. My advance will be 50 miles from this place to-night. We have taken eight good fieldpieces, well supplied with ammunition, a number of cars, a large quantity of cotton, and other valuable property. I am very busy, or I would come and see you. I shall return to Hilton Head on Saturday next. Please accept my thanks for the prompt cooperation afforded me, and believe me,

Your obedient servant,

Q. A. GILLMORE,
Major-General.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron,
St. John's River.

Letter from Major-General Gillmore, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, stating the ground of his claim to the prize steamer St. Mary's.

U. S. S. BEN DE FORD,
Jacksonville, Fla., February 11, 1864.

ADMIRAL: Captain Burger, whom I sent to you last evening in regard to the steamer *St. Mary's*, informs me that you claim her as a prize to the Navy. I am somewhat surprised at this, under the circumstances. You doubtless recollect—

First. That that vessel has been in these waters for months awaiting an opportunity to run the blockade and the gunboats have been unable to capture her.

Second. That when abandoned and sunk by the enemy on the evening of the 7th instant, she was in a small creek, where none of your gunboats could go, and she was defended by one piece of artillery. There is ample proof that she was abandoned and her cargo burned in consequence of our advance into the interior.

Third. None of the navy officers knew that the vessel was abandoned until I informed you of it on the 9th. You will remember that I suggested to you to send a party to take possession of the abandoned gun, and furnished you guides for that purpose. I could easily have done this myself, but had no suspicion that the vessel would or could be claimed as a prize to the Navy, knowing as I did that she was up a shallow creek, entirely inaccessible by any of your gunboats, where she had for a long time remained in entire security, and doubtless would have still so remained had I not landed a force and sent them into the interior.

If the *St. Mary's* is a legal prize to the Navy, I desire to raise no question of equity, and shall not, but I want the vessel very much for the shallow creeks in this neighborhood. If she is sent for adjudication by a prize court, neither you nor myself can have the use of her.

I propose to refer the question to the proper high authorities with all the papers in evidence.

Very respectfully, your obedient servant,

Q. A. GILLMORE,
Major-General, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron,
Jacksonville, Fla.

P. S.—I expect to go to Hilton Head next Sunday.

Q. A. GILLMORE.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Gillmore, U. S. Army, regarding the claim of the Navy to the prize steamer St. Mary's.

U. S. FLAGSHIP PAWNEE,
St. John's River, Florida, February 12, 1864.

GENERAL: I have to acknowledge the receipt of your communication of the 10th instant, and assure you that I had no intention of causing you the least surprise, for the case seemed to me too plain to admit of question, supposing, of course, that I was rightly informed.

The premises which have controlled your views differ widely, however, from the report made to me, a copy of which is enclosed.

It is a plain narrative, and from it you will perceive—

First. That a gunboat* reached the town before the troops landed there on Sunday, the 7th, and proceeded to the creek above on the evening of the same day, in pursuance of orders of the 6th to prevent the escape of the *St. Mary's* therefrom, at which time no troops had left Jacksonville, except a few cavalry to keep off the pickets that had been driven out.

Second. It is stated that the *St. Mary's*, on hearing of the arrival of the troops, was preparing to leave the creek and escape up the St. John's, but finding she was blocked by the *Norwich*, returned.

Third. I believe, also, that the troops did not advance in force before Monday, the 9th, and have not yet been within 3 miles of Cedar Creek. Of this I am not positively informed; you are.

It is evident, from the locality and the circumstances, that no movement into the interior by your troops could have effected the capture of the *St. Mary's* by the troops or caused the rebels to destroy her; she could not, by any possibility, therefore, be your prize, whereas one gunboat did actually prevent her escape, and with the other gunboats would have captured or destroyed her, even if you had not sent a man into the interior.

While, therefore, I wish not to be understood as undervaluing the due effect of the result produced by your landing troops in Jacksonville, I do believe that the operations by water were much more material to our possession of the *St. Mary's*.

I will insist on whatever may be due to the Navy, but there is not the least disposition with me to detract from the Army. In my view the *St. Mary's* is a capture of the joint operation, and as there is both a propriety and a convenience in assigning to each branch such property of the rebels for public use as may fall into our hands, according to the nature of such property and its obvious uses, no rule could be more conducive to the public interests than to let the Navy have whatever may belong to the water and the Army whatever may belong ashore.

For these reasons I claim the *St. Mary's*, and hope you will concur with me in the above views. At the same time, if you do not, permit me to suggest that it would be advisable to raise the vessel before raising any question as to her use by the Navy or Army.

Finally, if we are unable to concur as to the disposition of the *St. Mary's*, a reference to higher authorities should only be made after having agreed on the facts.

I am, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Major-General Q. A. GILLMORE,
Commanding Department of the South, Jacksonville, Fla.

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*The *Norwich*.

Report of Acting Master Meriam, U. S. Navy, regarding operations in St. John's River, and the blockading of the steamer St. Mary's in McGirt's Creek.

U. S. S. NORWICH,
Off Jacksonville, Fla., February 11, 1864.

SIR: In obedience to your order, I have the honor to make the following report:

While getting underway on the morning of the 6th instant, at 5:40, a steamer was reported in sight to the northward. At 5:45 she came up, and, upon being hailed, reported as the army steamer *Island City*, with Major Brooks, of General Gillmore's staff, on board, from Fernandina bound to St. John's, in a hurry. I told the captain to follow me in. At 5:50 got underway, stood to the southward to bring the ranges on, and at 6:20 crossed the bar. At 7:05 anchored in the St. John's River off Mayport. The *Island City* anchored a few minutes sooner. After breakfast I visited the *Ottawa* and then first learned of an expedition to arrive that day for the purpose of taking Jacksonville, etc. In company with Captain Breese I met Major Brooks on shore. Captain Breese proposed that pickets should be stationed so as to prevent news of the expedition being carried inland by the people on shore. At 9:50, by order of Captain Breese, an officer and two men, armed, were sent on shore from this ship to do picket duty on the Mayport side of the river. Captain Breese proposed to send the *Norwich* up the river at once to blockade the *St. Mary's* in McGirt's Creek, should she attempt to escape up the river. Major Brooks opposed such a movement, as he thought it might interfere with the plans of the general. Major Brooks hired four men, refugees, to go inland on Saturday night to cut the telegraph wire and burn a railroad bridge. He asked for arms, rations, and a quantity of spirits of turpentine, which were furnished by the *Ottawa* and *Norwich*. At 6:30 the *Island City*, with the four men on board and a canoe in tow, proceeded up the river to Trout Creek. At 6:45 sent a picket boat up the river, as usual. At 9:15 the *Island City* came down the river and anchored.

At daylight on the morning of 7th two vessels were seen off the bar. At 6:20 the *Ottawa* made signals to this vessel to send pilot outside. Executed the order at once. Between 7:30 and 8 o'clock three transports came in and anchored. At 8:50 the *Maple Leaf*, with a general on board, came in and anchored. At about 9:15 I visited the *Ottawa* and met General Seymour on board that vessel. It was arranged that the *Norwich* should proceed up the river some distance ahead of the transports. My orders were as follows, given verbally by Captain Breese:

Furnish the *Maple Leaf* with a pilot, then get underway, proceed up the river to Mr. Palmer's place, communicate with Mr. Palmer, and learn from him what force is in Jacksonville. If a force has been thrown into town to oppose the landing, inform the general. After a landing should be effected by our troops, proceed up the river and anchor off the mouth of McGirt's Creek to prevent the *St. Mary's* from escaping up the river.

At 10:10 got underway and proceeded up the river. When about 6 miles up the river saw the transports underway coming up. At 2:05 p. m. stopped off Mr. Palmer's place and communicated with Mr. Palmer; learned from him that only 20 men were in town and that the expedition was not expected. At 2:45 started ahead. At 3:05 went to quarters. At 3:20 arrived off the town, the *Maple Leaf* being in sight of Commodore's

Point; steamed slowly by the wharf, close in; when up with the upper end of the town, turned round and steamed down to the *Maple Leaf*, which had made fast to a dock. At 3:40 the troops commenced landing; took a position ahead of the *Maple Leaf*. Several transports went alongside the wharf; one, the *Hunter*, was fired into by the rebel pickets. At 4, a landing having been effected, anchored. The *Ottawa* had not come up. I informed the general that I should be obliged to go up the river to blockade McGirt's Creek, so that the *St. Mary's* might not escape up the river. I asked him if he intended moving that night. He said no; the artillery or the horses had not come up. He told me one company of cavalry had gone a short distance to look after the pickets that fired at the *Hunter*. At 5:25 got underway. At 6:30 anchored off McGirt's Creek, as close in as the depth of water would permit, and I at once went inshore and stationed a picket boat in the mouth of the creek.

On the morning of the 8th I reported to Captain Breese on board the *Ottawa*. Was on shore and saw General Seymour at about 12 m. Asked him when he intended moving forward. He answered, "This afternoon, if the horses come up." Returned up the river to the *Norwich* in my gig at about 12:30 p. m. At 8:15 I went in and stationed a picket boat in the mouth of McGirt's Creek.

On the morning of the 9th, at 3:30, went to quarters, as the picket boat had made signals. While at quarters, heard the officer of the picket boat hail a boat twice, and the reports of three muskets. Sent the launch, armed, inshore to find the picket boat and learn the cause of the firing. At 4:10 the launch returned, having been unable to find the picket boat in the fog. At 6:15 the picket boat returned. The officer reported having fired in the direction of a boat, which he heard but could not see on account of the fog, his hails not being replied to. At about 11 o'clock I saw Captain Breese on board the *Ottawa*. He informed me that the cotton had been burned and the *St. Mary's* sunk during the night. I saw two men on the *Ottawa*, who stated to me that they deserted from the *St. Mary's* the night previous, and that when pulling out McGirt's Creek into the St. John's River they had been hailed and fired into; that they did not answer the hails, as they thought the rebels were pursuing them. By order of Captain Breese, I armed three boats of the *Norwich* to proceed up McGirt's and Cedar creeks in company with the *Ottawa's* boats. At about 1 p. m. we reached the *St. Mary's* and boarded her. No indications were found that anyone had boarded her since she had been sunk. A small rifle gun was found on shore near a deserted camp, and the boats of the *St. Mary's* were found in a creek. At 3:20 the boats returned to the ships. At 3:50 got underway. At 5:05, in obedience to signal from the flagship, anchored in line ahead off Jacksonville.

I am fully convinced that if the *Norwich* had not been anchored off McGirt's Creek, with a picket boat in the creek, the *St. Mary's* would have escaped up the river.

I am, sir, very respectfully, your obedient servant,

FRANK B. MERIAM,
Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Letter from Brigadier-General Turner, U. S. Army, to Commander Balch, U. S. Navy, requesting naval cooperation at Jacksonville.

JACKSONVILLE, FLA., *February 21, 1864.*

The latest reports from the front indicate that General Seymour's forces are falling back from Baldwin with some precipitancy, and in view of the smallness of our numbers at this place, and the fatigue of General Seymour's troops on their arrival, I have considerable apprehension whether we shall be able to successfully resist the attempts of the enemy, should he follow General Seymour closely, which he appears now to be doing. Such being the situation of affairs, I have to request of you that you bring your forces, especially the *Pawnee*, to the defense of this place.

I am, very respectfully, your obedient servant,

JOHN W. TURNER,
Brigadier-General, Chief of Staff.

Commander GEO. B. BALCH,
U. S. S. Pawnee.

Report of Commander Balch, U. S. Navy, regarding reported engagement with the enemy beyond Sanderson, Fla.

U. S. STEAM SLOOP PAWNEE,
Off Mayport Mills, Fla., February 21, 1864—2 a. m.

ADMIRAL: I have the honor to report that I have just received a note from Brigadier-General Turner, chief of staff, giving me the information that General Seymour met the enemy beyond Sanderson and has been driven back with heavy loss. He is now falling back on Baldwin. The action took place this afternoon, and I regret to state that seven pieces were lost on our side; killed and wounded not known here. I should have gone up at once to see Captain Creighton and confer with him, but a dense fog has set in, so as to render it impossible for an army transport to get up the river to-night.

The *Water Witch* will probably get out this morning, as also the *Dandelion*, and the *Dai Ching* to-morrow, and the *Pawnee*. A fleet of transports are here waiting to get out. Unless an imperative necessity should prevent, I shall make every effort to get out on the spring tides.

The propeller *Burnside* is a wreck, having struck on the bar coming in and dragged down the coast, and last night slipped her cables and came onto the beach. I have two boats' crews there, protecting public property. The troops will relieve us to-night of that duty.

I am happy to report all well, and that the *Pawnee* anchored off Jacksonville and returned with ease. I deem it proper to report that she took the bottom going up and coming down, but received no damage whatever.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Commander Balch, U. S. Navy, regarding the repulse of the Union forces under Brigadier-General Seymour, U. S. Army.

U. S. STEAM SLOOP PAWNEE,
Off Mayport Mills, Fla., February 22, 1864.

ADMIRAL: General Seymour's forces have been falling back since the afternoon of the 20th, and have been very heavily pressed. Taking everything into consideration, I may state that our loss in killed and wounded and prisoners will amount to near a thousand men, though the reports are very indefinite as yet.

I respectfully report that it is deemed very important that the *Pawnee* should remain, and I have determined to do so, as, also, to retain the *Water Witch* and *Dai Ching* till your orders shall be received. Our troops have met with a very severe repulse and are falling back on Jacksonville, and will have to rely upon the gunboats, which they seem to consider necessary to their protection. I shall do all I can, and am now (at 6 a. m.) getting underway to proceed to Jacksonville.

The *Water Witch* I have just ordered to proceed to Yellow Bluff, where I have thought the rebels might endeavor to interrupt communication by St. John's. I shall keep you advised of everything of importance, and hope you will approve of my remaining at this place.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander, U. S. Navy, and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Report of Acting Master Freeman, U. S. Navy, commanding U. S. brig Perry, regarding cooperative expedition to Woodstock Mills, St. Mary's River, and the capture of the steamer Hard Times.

U. S. BRIG PERRY,
Fernandina, Fla., February 23, 1864.

SIR: I have the honor to report that at the request of the colonel commanding the post, I sent the U. S. schooner *Para*, Acting Master E. G. Furber, commanding, up the St. Mary's River as far as Woodstock [Mills] to cooperate with the land forces under the command of Major Pennypacker, Ninety-seventh Pennsylvania Volunteers. The expedition proved very successful, and we brought away about one million feet of lumber.

While the *Para* was up the river Captain Furber cut out the steam flat *Hard Times*. Her intrinsic value might, perhaps, be $200. I propose to use her as a picket boat on the St. Mary's River, if you have no objection to my retaining her for that purpose.

I have taken the *Para* from her former anchorage off Cumberland Island and placed her in the Amelia River, to protect the crossing leading from the island to the mainland. I have done this in consequence of a rumor that we are to be attacked by the enemy.

I shall picket the St. Mary's River every night. I was 40 miles up the St. Mary's, but I [neither] saw nor heard anything of importance.

I enclose the report of Acting Master Furber. Trusting that my course will meet with your approval,

I am, very respectfully, your obedient servant,

S. N. FREEMAN,
Acting Master and Senior Officer Present.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Acting Master Furber, U. S. Navy, commanding U. S. schooner Para, regarding cooperative expedition to Woodstock Mills, St. Mary's River.

U. S. SCHOONER PARA,
Cumberland Sound, Georgia, February 23, 1864.

SIR: In obedience to your orders of the 15th instant, I got underway from this anchorage at 6 o'clock on the morning of the 16th in tow of the U. S. army transport *Island City*, which was placed under my orders by Major Brooks, commanding the expedition, and in company with the armed transports *H. A. Weed*, *Nellie Baker*, and *Beaufort* proceeded up the St. Mary's River to Woodstock Mills, about 50 miles from its mouth, where we found a detachment of the Ninety-seventh Pennsylvania Volunteers, numbering 200 men, under the command of Major Pennypacker. After consulting Major Brooks, I anchored in the most advantageous position to protect the forces on shore and the steamers employed in loading lumber at the landing from any attack from the enemy from the Georgia side, and to assist in repelling any that might be made in our rear from the Florida side. At 10 o'clock the next morning we were fired upon by the enemy's picket from the Georgia side, fortunately without effect. I immediately opened fire upon them with grape and canister from the 32-pounder and shell from the howitzer and Parrott, and was not afterwards troubled by them. About 4:30 p. m. of the 19th Major Pennypacker informed me that he thought the enemy were making preparations to cross the river from the Georgia side about 2 miles below us. I immediately sent Ensign Ryan down on the opposite side to obtain their position as near as possible, and at 5 p. m. commenced firing under his direction with shell from the 32-pounder and Parrott, and fired twelve shell, which, as the major commanding informed me, immediately drove them back to their camp about 3 miles in their rear, the fire being very accurate.

Having obtained quite reliable information that a small flat-bottomed steamer was lying in a creek about 6 miles below us, on the Florida side, at 7 p. m. of the 20th I took the first and second cutters (armed) in tow of the *Island City* down the river to the mouth of the creek, where I took the boats up it, and after proceeding about a mile we discovered her and taking her in tow brought her up to the landing at the mills, arriving there at 1 a. m. of the 21st. We found her to be a small scow-built steamer, said to be called the *Hard Times*. At 2 p. m. of the 22d I received your orders to proceed down the river in tow of one of the transports with all possible dispatch and retake my anchorage off Cumberland Island. Having sent the *Hard Times* down in tow of the *Island City*, and all the troops being embarked, at 5 p. m. I was taken in tow by the *H. A. Weed* and started down, arriving here at 8 p. m.

of the 23d. The ammunition expended during the time we were in the St. Mary's was, for the 32-pounders, 22 shells and 12 stands each of grape and canister; 46 shells for the 20-pounder Parrott, and 27 for the 12-pounder howitzer.

Hoping that my course may meet your approbation,

I am, very respectfully, your obedient servant,

E. G. FURBER,
Acting Master, Commanding.

Acting Master S. N. FREEMAN,
Commanding U. S. Brig Perry, Fernandina, Fla.

Report of Commander Balch, U. S. Navy, regarding the request of Brigadier-General Seymour, U. S. Army, for the retention of vessels to assist in holding Jacksonville.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., February 23, 1864.

ADMIRAL: I have the honor to report that the *Pawnee*, under my command, anchored off this town yesterday morning, having had no difficulty in coming up the St. John's. I immediately took steps to inform myself of the condition of affairs here, and I greatly regret to have to report that our troops, under command of General Seymour, met the enemy and were repulsed, and had to retreat on Jacksonville. The enemy are said to have greatly outnumbered our force, and were intrenched in a favorable position; the attack was made by General Seymour, but the enemy, having the advantage of intrenchments and a thick undergrowth which concealed them, opened a deadly fire upon our men, and after a fight of two and a half hours our troops were compelled to retire, leaving five pieces of artillery to the enemy. The retreat was conducted without confusion, and it was not till this morning that our rear guard left Baldwin. I am informed by General Seymour that our loss in killed and wounded and prisoners amounts to 1,200. Our forces now occupy Camp Finegan and a post 2 miles this side.

General Seymour informs me that he is hard at work fortifying Jacksonville, and in answer to a request from me if he could spare the vessels which you detailed for other duty, he replied that he did not deem it prudent to take them away for a few days, when he would have strengthened his position so as to feel secure. I regret that this reverse to our troops should have compelled me to assume the responsibility of remaining on this station, but I felt that the circumstances of the case called for such a step. I trust you will approve of what I have done, for I had abundant reasons to believe that to the naval force must our troops be indebted for protection against a greatly superior force flushed with victory. I herewith enclose reports from Lieutenant-Commander Breese, of the *Ottawa*, and Acting Ensign Sanborn, of the *Columbine*, who were sent by Commander J. B. Creighton to Palatka for the purpose of destroying boats, scows, etc., which might be used for crossing troops over the St. John's. I have the honor herewith to forward the letter* from Brigadier-General John W. Turner, chief of staff, which sets forth cogent reasons for my remaining at this place. I am in hopes, in a few days, that the necessity will have passed away, when I shall proceed to carry out your orders,

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*See page 282.

not only in reference to this ship, but also to those to the *Water Witch* and *Dai Ching;* the tides will drop off from to-morrow, and when the forces have fortified their position sufficiently it may be too late to cross the bar before spring tides; but at the earliest moment possible they will leave in obedience to your orders. The coal schooner towed down by the *Columbine* had not crossed the bar yesterday morning, and our supply of coal is getting short.

I am happy to report all well on this station.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Lieutenant-Commander Breese, U. S. Navy, commanding U. S. S. Ottawa, regarding expedition to Palatka for the destruction of river boats.

U. S. GUNBOAT OTTAWA,
Off Jacksonville, Fla., February 23, 1864.

SIR: In compliance with instructions of Commander J. B. Creighton of the 21st instant, I proceeded up the St. John's River to Palatka, in company with the tug *Columbine.* I caused to be burned in Palatka four scows, one canal boat, and one partly destroyed steamer; on the way down, two scows and one sloop were destroyed. I met with no hostile force either in going or returning. Palatka was nearly destroyed.

Very respectfully, your obedient servant,

S. L. BREESE,
Lieutenant-Commander, U. S. Navy.

Commander GEO. B. BALCH,
Commanding U. S. S. Pawnee.

Report of Acting Ensign Sanborn, U. S. Navy, commanding U. S. S. Columbine, regarding expedition to Palatka and destruction of river craft.

U. S. S. COLUMBINE,
St. John's River, Fla., February 23, 1864.

SIR: I have the honor to report that in obedience to the orders of the senior officer present I proceeded to Palatka, speaking the *Ottawa* and delivering dispatches and mail; also stopped at Picolata, delivering dispatches from the army to the commandant of the post; proceeded farther up the river and came to anchor, together with the *Ottawa.*

At daybreak on the 22d, weighed anchor and proceeded to Palatka, at which place we burned three flatboats and took aboard some Union refugees and then returned down the river. Stopped at No. 10 and destroyed a boat and took on board 4 barrels of rosin, found there about 300 live-oak knees and 20 barrels of rosin unfit for removal.

After leaving this place towed the *Ottawa* across the flats and proceeded to Decoy [Tocoi], at which place took on board another family of refugees, and found there about 300 bars of railroad iron. After leaving this place, coaled from the *Ottawa* and came to anchor at dark off Black Creek. In the morning ran up Black Creek about 5 miles

looking for boats; found one at Taylor's Ferry, which we destroyed, and then returned to this place. From the refugees I understand there are three steamboats of small size up the river.

I have the honor to remain, very respectfully, your obedient servant,

F. W. SANBORN,
Acting Ensign, Commanding.

Commander BALCH,
Senior Officer Present, Commanding U. S. S. Pawnee.

Report of Commander Balch, U. S. Navy, senior officer off Jacksonville, regarding general matters.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., February 24, 1864.

ADMIRAL: I herewith transmit an appointment for William Lamee as first-class pilot for the St. John's River and Bar. He has been for many years a pilot here and is highly recommended. Should you be pleased to approve of the appointment, I have no doubt but Lamee will render good service.

I have taken no further steps toward raising the *St. Mary's* than Commander Creighton had, as I did not know at what moment an attack might be made on Jacksonville.

The *Water Witch*, if possible to cross the bar, will leave in a day or two, as I am in hopes that the troops will have so fortified this place as to render her longer stay unnecessary.

Before my arrival off this town it was deemed necessary to send howitzers on shore, and they were accordingly sent by Commander Creighton and are now in battery. This was considered essential to the protection of the town, and I shall add two more from this ship should the rebels make an attack.

I respectfully ask instructions in reference to the railroad iron mentioned in Acting Ensign Sanborn's report, as also to the live oak knees. The iron is the old flat bar pattern and can be readily gotten if you desire it.

The *Clover* arrived to-day, bringing orders from the *Water Witch* to relieve the *Acacia*. This will be done without delay if the tides permit, and I am informed that the *Water Witch* and *Dai Ching* can now be spared, and that the *Pawnee* may be in a few days, as heavy reinforcements have arrived.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Letter from Commander Balch, U. S. Navy, to Lieutenant-Commander Pendergrast, U. S. Navy, stating that the arrival of reinforcements allows a reduction of the naval force.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., February 24, 1864.

SIR: You will proceed to carry out the orders received this day from the admiral, commanding, by the *Clover*, if the water on the bar will enable you to cross in safety to your vessel.

I am informed by General Seymour that the heavy reinforcements which have arrived rendered a further stay of all the vessels no longer necessary.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Lieutenant-Commander AUSTIN PENDERGRAST,
Commanding U. S. Water Witch, St. John's River, Florida.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Balch, U. S. Navy, to assume command as senior officer in St. John's River.

FLAG-STEAMER HARVEST MOON,
Port Royal Harbor, S. C., February 26, 1864.

SIR: Captain Creighton is to be relieved for other duty, by order of the Navy Department.

On his departure from the St. John's, I wish you to take command in the river as senior officer.

You will send the Pawnee to Port Royal for repairs as soon as she can be got out of the river; the *Dai Ching* and *Water Witch* also to their stations, unless the service should require their presence.

If the *Pawnee* can not be got out for some time, send the *Mahaska* to Tybee, and keep me advised constantly of the state of affairs.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander GEO. B. BALCH,
Commanding U. S. S. Pawnee, St. John's River.

Report of Commander Balch, U. S. Navy, regarding measures for raising the steamer St. Mary's.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., February 29, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 26th February, in relation to scows for raising the steamer *St. Mary's*, and in reply I have to state that the two vessels mentioned in the communication of Commander Reynolds, viz, the *Annie Thompson* and *Buffalo*, will be useful in raising the *St. Mary's*, provided they do not draw over 6 feet of water. The pilot, Mr. Mullen, with whom I had a conversation this morning, states that they would be useful. He is sanguine in opinion as to the possibility of raising the *St. Mary's*, and I purpose, at the earliest moment, to try and raise her, and if both, or even the larger, of the sloops can be sent down, it would render the job more certain. I should have taken steps to effect this before, but I have not felt entirely free from apprehension of an attack, and did not like to have the vessels and men captured. I therefore ask, respectfully, for the sloops, if they do not draw over 6 feet water, and I will at once get to work.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Report of Commander Balch, U. S. Navy, transmitting letter from Brigadier-General Seymour, U. S. Army, expressing thanks for the prompt cooperation of the naval force.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., February 29, 1864.

ADMIRAL: I have the honor to report that no movements of importance have taken place since my last communication.

Reinforcements have arrived, and active operations are going on to strengthen the defense of this place, and at this time no fears are entertained for its safety.

I herewith forward, for your information, a communication from General Seymour, of this date, in relation to the longer detention of the whole naval force on this station. I have already advised you of the state of affairs following the battle in which our forces were repulsed, and which rendered it imperative that I should assume the responsibility of detaining this vessel, the *Water Witch*, and *Dai Ching* till the safety of our troops was assured. At the earliest moment deemed prudent I directed Lieutenant-Commander Pendergrast to proceed to carry out your orders to relieve the *Acacia*. The *Water Witch* crossed the bar in safety on the 25th, the *Dai Ching* will leave in furtherance of your orders as soon as she can safely cross the bar.

As a protection to our transports passing up and down the St. John's, I have sent the *Norwich* to Yellow Bluff with directions to her commander to send reconnoitering parties ashore to ascertain if the enemy are in that vicinity. I was to-day informed by General Seymour that he had sent two companies to Yellow Bluff to put up a blockhouse, clear up the ground, etc.

The naval battery sent on shore by Commander Creighton remains in position, but in view of the heavy reinforcements, together with the fortifications thrown up in this vicinity, I shall probably in a day or two withdraw the *Mahaska's* guns and men. I deem it proper to call the attention of the admiral commanding to the delicate position in which I was placed in being called upon by urgent necessity to assume command here, and in justice to myself I can only say that Commander Creighton, throwing aside every consideration of self, and only actuated by patriotic motives, advised me most earnestly to act as I have done, and I reluctantly assented.

The admiral commanding will, I trust, feel that in this course of action Commander Creighton is entitled to much commendation, and I gladly bring it to your notice.

I am happy to report all well on this station.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

[Enclosure.]

HDQRS. DISTRICT OF FLORIDA, DEPT. OF THE SOUTH,
Jacksonville, Fla., February 29, 1864.

CAPTAIN: The circumstances that recently compelled the presence of a larger naval force than usual at this point being no longer of

paramount consequence, I communicate the fact to you for your information.

I can not let this occasion pass without heartily thanking you, captain, for the promptness and cordiality with which arrangements were made by you to assist us at a moment when it appeared probable that the vigorous assistance of the force under your command would be necessary.

I am, very respectfully, your most obedient servant,

T. SEYMOUR,
Brigadier-General, Commanding.

Captain G. B. BALCH, U. S. Navy,
Commanding Naval Forces, St. John's River.

Report of Commander Reynolds, U .S. Navy, regarding conditions in Jacksonville, Fla.

NAVAL DEPOT, PORT ROYAL, S. C., *March 5, 1864.*

SIR: Being on shore this morning, I met an army quartermaster who had just come up from Jacksonville, [Fla.], and he informed me that the rebels were in force about 4 miles from the town, making gradual approaches, supposed to be about 15,000 or 16,000 strong.

General Gillmore came up last night. In this state of things Captain Balch will hardly send up the *Pawnee*, I suppose, as she was anchored in a position so as to sweep the open portion between the town and woods.

Respectfully,

WILLIAM REYNOLDS,
Commander.

Commodore S. C. ROWAN,
Comdg., pro tempore, South Atlantic Blockading Squadron.

Report of Commander Balch, U. S. Navy, regarding general affairs at Jacksonville, Fla.

U. S. S. PAWNEE,
Off Jacksonville, Fla., March 6, 1864.

ADMIRAL: I have the honor to report that on the afternoon of the 1st instant sharp firing was heard in the direction of our advance, which, I learned from General Seymour on visiting him at his request, was between his forces and the enemy.

I dropped this ship in as close to McCoy's Creek as the depth of water would allow, moored her head and stern, shifted three guns over, and made every preparation for a fight, which seemed likely to take place.

The *Ottawa* shifted her anchorage just above the *Pawnee*, and by a hawser to this ship sprung her broadside in the direction of the approach of the enemy.

To Commander Creighton, of the *Mahaska*, had been assigned the defense of the flank by way of Hogan's [Hogarth's] Creek, and he lost no time in taking an advantageous position.

As yet the enemy has developed no plan of attack, and I am of the opinion that he will rest satisfied in keeping our troops in and close

around Jacksonville. You know how hardly the enemy is pressed for supplies, and his force in front of Jacksonville enables him to drive cattle, etc., to the Confederate forces in other parts.

Great activity has been shown here in erecting earthworks, etc., and I am confident that an attack on the forces now here would be handsomely repulsed. We can not get from the gunboats a cross fire, but we can get an admirable flank fire. The rebels were at Three Mile Branch, and the artillery duel on the 1st instant took place from 3 to 4 miles from Jacksonville.

I sent an expedition last night, under command of Acting Ensign Thomas Moore, of this ship, to Mandarin, distant 15 miles up the St. John's, for the purpose of capturing a man by the name of Jones. Mr. Moore was successful, and I now have Mr. Jones on board the *Pawnee*. My reasons for taking him are that he has been employed by General Finegan in transporting stores, troops, etc. He is owner of a sloop capable, I am informed, of carrying a company of men, and that he has been very inimical to the Union people at Mandarin; in fact, I received yesterday information that this sloop was to be used to-night or in a few days for the purpose of transporting troops across to Mandarin to make a raid. I have therefore as a first step taken Mr. Jones, and if I can will get his sloop.

That the raid may be stopped, I have just sent (9:30 p. m.) the *Columbine* with a force detailed from this ship under command of Lieutenant J. W. Philip up the St. John's River with directions to capture the raiders should the attempt be made to cross.

Reinforcements are coming in and some ten pieces of artillery arrived to-day.

The *Dai Ching* will leave in the morning if the tide serves.

The *Norwich* is now at Yellow Bluff, and I shall send her down to Mayport to look out for our interests there. There are a number of refugees which have to be cared for.

I am happy to report all well on this station.

I am, very respectfully, your obedient servant,

GEORGE B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Order of Commander Balch, U. S. Navy, to Lieutenant-Commander Chaplin, U. S. Navy, commanding U. S. S. Dai Ching, relieving him from further duty in St. John's River.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., March 6, 1864.

SIR: The necessity for the longer presence of the *Dai Ching* has passed, and I therefore relieve you from further duty in the St. John's River, and you will proceed, as early as the water on the bar will permit, to carry out the admiral's orders to proceed to Tybee.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Lieutenant-Commander J. C. CHAPLIN,
Commanding U. S. S. Dai Ching, off Mayport Mills.

Order of Commodore Rowan, U. S. Navy, to Commander Balch, U. S. Navy.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, March 7, 1864.

SIR: General Seymour having stated, in his note of the 20th ultimo, that the army feels secure without the additional naval force, you will therefore send the *Pawnee* to Port Royal for repairs, unless some unforeseen exigency makes her detention necessary.

Have frequent interviews with the commanding general, and inform him that you are prepared to cooperate with him at all times and with your whole force.

I thank you for the good judgment displayed in retaining the force at so critical a time.

You will also present my acknowledgments to Commander Creighton for his cheerful acquiescence under the circumstances attendant upon your assuming command of the naval forces in the St. John's.

Respectfully, your obedient servant,

S. C. ROWAN,
Commanding South Atlantic Blockading Squadron.

Commander G. B. BALCH,
Senior Officer Present, St. John's.

Report of Commander Balch, U. S. Navy, regarding a cooperative expedition to Palatka, Fla.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., March 15, 1864.

COMMODORE: I have the honor to report that on the afternoon of the 9th instant General Seymour notified me that he intended sending a force to Palatka, and asking for my cooperation. This I gladly gave, and as he preferred sending the troops up the St. John's during the night, I could only offer him the *Columbine*, as the *Ottawa* drew too much water to cross the flats at Orange Mills unless it were during the day, and would have to be towed across the flats at that time. No resistance was anticipated, and we decided upon the *Columbine* and the *Pawnee's* launch, with a heavy 12-pounder, to convoy the troops. This was promptly done, and before the arrival of the troops it was ascertained that a landing might safely be made. The troops landed on the morning of the 10th instant, and at once set about fortifying the place.

I had received information of the existence of a stern-wheel steamer up the Ocklawaha River, and I gave orders to Acting Master J. C. Champion, of this ship, to capture her if possible. From a report which I received from him whilst I was at Palatka on the 12th instant he had not succeeded in finding her. He, however, in company with the *Columbine*, started up the St. John's, and I am in hopes that they may succeed in capturing a steamer which would be exceedingly useful in this river. The extension of our lines to Palatka will render it necessary to patrol the river, as it is probable the rebels will endeavor to stop the transports passing up and down. Palatka is distant 75 miles from this place, and there are bluffs on the west side where batteries might be placed and which would annoy our transports greatly. I shall at the earliest possible moment, after her return from

the expedition up the St. John's, send the *Columbine* to you, in obedience to your order * of the 4th instant, but which I was not in receipt of in time to send her before going up the St. John's.

With the very extended line which we now have, being just 100 miles from the bar, it will, with the *Pawnee's* departure for Port Royal, be found a difficult matter to thoroughly guard every point where demonstrations may be made by the enemy. A tug is, I respectfully suggest, almost indispensable, and as an attack may be made here at any moment, though I think not likely now, I do not like to assume the responsibility of dividing my force more than is actually necessary. The enemy number, from various reports, some 15,000 to 20,000 men in this vicinity. The fortifications thrown up here by our troops would, in my opinion, render an attack by the enemy extremely hazardous, especially with a flanking fire from the naval force. I have no fear of an attack here, and I deem it proper to report that General Seymour has received a number of heavy guns, which, in the course of a few days, will be in position; and this notice leads me to not avail myself of the discretion of detaining the *Pawnee* longer than the spring tides. She has been in need of repairs for months, and unless some unforeseen difficulty should arise she will leave for Port Royal about the 23d instant. If a tug can possibly be spared for service here it would render the most valuable service. The *Ottawa* has to be towed across the flats, and I expect to be asked for a gunboat off Palatka as an additional protection to the force now there, some 1,200 men. The *Norwich* is down at the bar, where a number of refugees live and require protection. I shall carry out your instructions in relation to having frequent interviews with the commanding general, and I have already expressed my readiness to cooperate with him in every way in my power and that I had your orders to do so. It will be gratifying to you to learn that we are in happy accord, and that nothing has transpired to mar the pleasant intercourse which should exist between the two branches of the service.

I desire to express my sincere thanks for your commendation of my course in detaining the naval force here during the critical time following the battle of Olustee.

I am happy to report all well on this station.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Report of Commander Balch, U. S. Navy, announcing the capture of the Confederate Steamer General Sumter.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., March 16, 1864.

COMMODORE: I have just received a report from Acting Ensign F. W. Sanborn announcing the capture of the steamer *General Sumter*, at Great Lake George, on the 12th instant. He has manned her, armed her with a howitzer, and dispatched her for the purpose of capturing

* Not found.

the *Hattie Brock*, which is represented as a fine new steamer, and he has exact information of her whereabouts.

I shall send the *Ottawa* to Palatka in the morning to relieve the *Columbine*, and will, at the earliest moment, dispatch her to you in obedience to your orders.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Report of Commander Balch, U. S. Navy, transmitting letter of Brigadier-General Seymour, U. S. Army.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., March 16, 1864.

COMMODORE: I have the honor to transmit the enclosed confidential communication of this date, and I have, very respectfully, to report that I at once complied with the request of General Seymour, dispatching the *Ottawa* to Palatka to assist in the defense of that place.

I have been informed that the general sent up to-night several heavy guns, and they will probably be in position to-morrow.

The *Columbine* will return to Palatka, I judge, by the 18th or 19th, and will, unless she is absolutely required for the defense of that place, leave this station to join you.

I should be pleased to have your instructions in reference to the capture and disposition of such property as I may be able to take.

I can get some 300 bars of flat railroad iron, and perhaps as many live-oak knees; the railroad iron, being greatly in demand in the Confederacy, had better be taken, if for no other purpose than to prevent its falling into the hands of the enemy. The ship's knees would be valuable for the Government. Some rosin, turpentine, and cotton have been captured, and if the prize steamer *Sumter*, which has gone after the *Hattie Brock*, succeeds in capturing her we shall get, I learn, a handsome lot of cotton.

When I get the reports of Acting Master Champion, of this ship, whom I sent up in the launch to capture the *Hattie Brock*, and Acting Ensign Sanborn, commanding the *Columbine*, I will report in detail for your information.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

[Enclosure.]

HQRS. DISTRICT OF FLORIDA, DEPT. OF THE SOUTH,
Jacksonville, Fla., March 16, 1864.

CAPTAIN: I am happy to announce to you that the *Columbine* captured on the 13th instant, in Lake George, the steamer *Sumter*, with all her officers and crew; that the *Sumter* has been manned and sent

after the *Hattie Brock*, which, it is believed, will also be captured with about 150 bales of cotton.

This information is received this morning from Colonel Barton, and will give you no greater pleasure than it has given myself. The difficulties that have been overcome by the *Columbine* are represented as having been great, and its commander deserves much credit for the exercise of great intelligence and energy in having overcome them. I trust these qualities will be rewarded to a still greater extent by still greater success.

Those small steamers will be of the greatest value to us in navigating the river and for scouting in regions where vessels of heavier draft could not penetrate. If possible, I shall therefore be glad to have them for these purposes.

Very respectfully, your obedient servant,

T. SEYMOUR,
Brigadier-General, Commanding.

Capt. G. B. BALCH, U. S. NAVY,
Commanding Naval Forces, St. John's River.

Order of Commander Balch, U. S. Navy, to Lieutenant-Commander Breese, U. S. Navy, commanding U. S. S. Ottawa, to assist in the defense of Palatka, Fla.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., March 17, 1864.

SIR: Proceed with the *Ottawa* to Palatka and assist in the defense of that place. It is reported that the enemy is in that vicinity, and I request that you will cooperate with Colonel Barton, commanding at Palatka, to the full extent of your force in defending that place, and be pleased to gather every information that will aid the cause in which we are engaged. Report to me all information of importance. Send the *Columbine* to this anchorage as soon as she returns to Palatka with her prize or prizes.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Lieutenant-Commander S. L. BREESE,
Commanding U. S. S. Ottawa, off Jacksonville, Fla.

Report of Lieutenant-Commander Breese, U. S. Navy, regarding the repulse of the enemy at Palatka, Fla.

U. S. S. OTTAWA,
St. John's River, off Palatka, March 21, 1864.

SIR: I have the honor to report to you that this afternoon at 1:35 p. m. heard firing at the front, rebels advancing and driving the pickets before them. At 1:40 p. m. weighed anchor and beat to quarters. At 1:45 p. m. commenced shelling the woods in the direction of the enemy and back of the town with the 150-pounder and 30-pounder rifled Parrott guns, at the same time dropping down the river to get an enfilading fire. At 2:15 ceased firing, by request from shore, as the enemy were retreating. At 2:25 moored ship head and stern in position to continue the action, if necessary.

I am pleased to state that the efforts of this vessel were appreciated by the commanding officer on shore. It appears that there was no one injured on our side. The attacking force in the advance was not more than 300 cavalry, I believe. I regret to say that two of the 30-pounder shell miscarried, one tumbling over and falling short and the other exploding before reaching its proper destination. Fifteen shell were fired altogether. The loss of the enemy is not known.

I presume the *Columbine* and her prizes have arrived at Jacksonville ere this, as they left here at 12:30 this afternoon. I would beg to remind you that this vessel is very much in want of coal.

Very respectfully, your obedient servant,

S. LIVINGSTON BREESE,
Lieutenant-Commander.

Commander GEORGE B. BALCH,
Senior Officer, Commanding, St. John's River, Florida.

Report of Commander Balch, U. S. Navy, regarding the enforced detention of the U. S. S. Pawnee in the St. John's River.

U. S. STEAM SLOOP PAWNEE,
Off Mayport Mills, St. John's River, March 24, 1864.

COMMODORE: I have the honor to report that the *Pawnee* arrived at this anchorage last evening, and would have gone to sea this morning, but the sea on the bar was too heavy for even vessels of less draft than the *Pawnee*. That no effort might be wanting, I sent the *Columbine* with two pilots to examine the bar, and the report was that there was too heavy a sea for the *Pawnee* to cross with safety. The army pilots would not take the *Ben De Ford* or *Cossack* over the bar this morning, their draft being much less than the *Pawnee's*.

I deem it my duty to state that the pilots here seem to think that there is scarcely a chance to get this ship out till the next spring tides, and from the stiff breeze now blowing from the N. E. (which makes a heavy sea on the bar), I concur in that opinion. I shall therefore leave this ship at this anchorage, awaiting a chance to cross the bar, and will send the *Norwich* to Jacksonville.

The *Columbine* could make nothing against the wind and sea outside, and she requires some little repairs, which will take two days. By that time I hope the weather will moderate so that she can leave to join you off Charleston.

The *Ottawa* still remains at Palatka, and, I am pleased to state, gave increased confidence to the forces stationed at that place. I have been informed many times that the people in these parts have a wholesome dread of gunboats.

I have the honor to report all well under my command, and that the most satisfactory relations exist between the commanding general and myself.

May I ask, if you find that you can spare a tug, that you will detail one for service on this station? One would be exceedingly useful here, where I have so long a line of communications to keep open.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blkdg. Squadron, off Charleston, S. C.

Order of Commodore Rowan, U. S. Navy, to Commander Balch, U. S. Navy, to retain the U. S. S. Pawnee in the St. John's and send the U. S. S. Columbine to Charleston, S. C.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, March 25, 1864.

SIR: Yours of the 15th and 16th instant, enclosing confidential letter from General Seymour, have been received.

The presence of the *Pawnee* in the St. John's seems to be necessary at present. Therefore, if this should reach you before she has been dispatched to Port Royal, you will detain her until you receive further instructions, and dispatch the *Columbine* to this anchorage as early as practicable, via Port Royal.

Secure the railroad iron and the live-oak knees, if possible, and send both to the commandant of the naval depot at Port Poyal for future disposition.

You will cause a survey and appraisement to be made on the steamer *General Sumter*, recently captured, and of any other vessel or vessels that may be taken from the enemy. Forward to me the report of the surveying officer in duplicate.

Very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Commander G. B. BALCH,
Comdg. U. S. Sloop Pawnee, Senior Officer Present, St. John's.

P. S.—Be very guarded in taking anything from the shore without a clear understanding with the army. If you find the slightest objection on the part of the commanding general, or other functionary who may claim control, let the matter rest there. R.

Report of Lieutenant-Commander Breese, U. S. Navy, commanding U. S. S. Ottawa, regarding the grounding of that vessel in the St. John's River while performing transport duty.

U. S. GUNBOAT OTTAWA,
Palatka, Fla., March 26, 1864.

SIR: I have the honor to inform you that on the 24th instant I embarked on board this vessel 36 soldiers, under the command of Captain Nichols and Lieutenant Tantum, of the Forty-eighth New York Volunteers, for the purpose of transporting them up the river as far as Dunn's Creek. They were not prepared to start until dark, when I commenced steaming for the destination, but the pilot making a mistake, the vessel grounded before we had gone a mile. All exertions were made to get her afloat at once, but failed. She did not float again until near 4 o'clock in the morning, when it was too late to proceed. I anchored off Palatka until 2:30 p. m. yesterday, when I got underway and proceeded to the creek. I then embarked the men (41 in all, 3 guides) in our launch, first and second cutters. The command then set off up the creek in our boats. I returned to my position off Palatka. I gave my boats at the request of Colonel Barton, who represented to me the necessity for having them. They returned this afternoon without accomplishing the object intended. None of my crew went. I have supplied the army with the necessary signals for day and night.

The deserters who come in represent the rebels as being 5,000 strong some 14 miles from here, and contemplate making an attack soon. We are prepared for them.

Very respectfully, your obedient servant,

S. LIVINGSTON BREESE,
Lieutenant-Commander, U. S. Navy.

Commander G. B. BALCH,
Senior Officer, Jacksonville, Fla.

Order of Commodore Rowan, U. S. Navy, to Commander Balch, U. S. Navy, to communicate with the commanding general regarding the retention of the naval force in the St. John's River.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, South Carolina, March 28, 1864.

SIR: I am desirous of obtaining the views of the commanding general of the United States troops in Florida in reference to the necessity of retaining the naval forces in the St. John's.

You will therefore, on receipt of this, address him a communication embodying the subject-matter of this enquiry, and forward to me his reply.

Respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Commander G. B. BALCH,
Comdg. U. S. S. Pawnee, Senior Officer Present,
St. John's, Florida.

Report of Commander Balch, U. S. Navy, setting forth the need of an additional light-draft gunboat in St. John's River.

U. S. S. PAWNEE,
Off Mayport Mills, Fla., March 30, 1864.

COMMODORE: I have the honor to enclose a communication of the 26th instant from Lieutenant-Commander Breese, of the *Ottawa*, for your information. The *Ottawa* is rendering good service off Palatka in cooperating with our forces stationed at that place.

I respectfully beg leave to report that about 300 cavalry yesterday attacked and drove in our pickets to the intrenchments, and you will perceive from the report of Lieutenant-Commander Breese that there are reports of a force of 5,000 men being in the vicinity of Palatka. The *Ottawa* opened fire yesterday, but I have not yet received a report from Lieutenant-Commander Breese in relation to the attack. When I do, which will probably be by next boat, I will promptly forward it for your information. I deem it proper to report that I had a conversation to-day with General Gillmore, who seemed anxious that an addition should be made to the naval force on this river, and in view of the large force believed to be concentrating in the vicinity of Palatka, I respectfully suggest that an addition of at least one light-draft gunboat be sent here. When the *Pawnee* leaves, which she will, if possible, on the next spring tides, say the 6th or 7th April, there will be only the *Mahaska* and *Norwich* off Jacksonville and the *Ottawa* off

Palatka. Knowing the many demands for the services of all the vessels of the fleet, it is with reluctance that I ask for another vessel, but I feel it my duty to call attention to the state of affairs here, that you may take such steps as, in your judgment, the necessity of the case requires. The defenses at Palatka are said to be quite strong, though I have thought from an inspection of the approaches to that place that it was not easily defended. General Seymour, with whom I have had frequent conference, differs with me in opinion and believes that it can successfully resist an attack from 10,000 men.

The defenses of Jacksonville are strong, and I have but little fear of an attack here. The *Mahaska* is anchored so as to protect the left flank, taking the position held by the *Pawnee*, and the *Norwich* protects the right flank, having taken the *Mahaska's* position. The left flank we think the key to the position, and I have no doubt of our being able to successfully repulse any attack.

Should you deem it necessary to send a gunboat to the St. John's, I respectfully suggest a light draft, as it is impossible for even the *Ottawa* to get up to Palatka without she is towed across the flats near Orange Mills.

General Seymour has been relieved from the command of the district of Florida and General Hatch has assumed command. I have expressed my readiness to cooperate in every way in my power.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

[Endorsement.]

The *Unadilla* has been dispatched to the St. John's, as requested by General Gillmore.

Respectfully,

S. C. ROWAN,
Commodore.

[Enclosure.]

U. S. GUNBOAT OTTAWA,
Off Palatka, Fla., March 29, 1864.

SIR: I have the honor to report that the enemy appeared in about the same force as on the occasion of my former report, this afternoon, and drove in the pickets. The batteries opened fire on shore, and I opened from this vessel with the 30-pounder and 200-pounder, firing one shell from the latter and nine from the former, when the signal was made to cease firing, the enemy having retired. The vessel was underway during the firing. Nobody hurt.

Very respectfully, your most obedient servant,

S. LIVINGSTON BREESE,
Lieutenant-Commander, U. S. Navy.

Commander GEO. B. BALCH,
Commanding St. John's River Flotilla, Jacksonville, Fla.

Report of Commander Balch, U. S. Navy, transmitting detailed reports of expedition in St. John's River.

U. S. STEAM SLOOP PAWNEE,
Off Mayport Mills, Fla., April 1, 1864.

COMMODORE: I have the honor herewith to enclose for your information the detailed reports of Acting Master J. C. Champion, of the *Pawnee*, and Acting Ensign F. W. Sanborn, of the *Columbine*, as also invoices of articles captured during the expedition up the St. John's.

The indefatigable labors of these officers, and those under their command, call for a warm acknowledgment in their favor, and I respectfully beg leave to testify my appreciation of the services rendered by Acting Master J. C. Champion and Acting Ensign F. W. Sanborn; also Acting Master's Mates T. L. Fisher and W. B. Spencer, Mr. Alfred Adamson, second assistant engineer of the *Pawnee*, and Mr. Arthur Price, of the same vessel, rendered valuable service in working the engines of the prizes; indeed, all hands did well, and succeeded in penetrating the St. John's River 220 miles above Jacksonville, bringing away two steamers and some 93 bales of cotton, and other valuable property.

I should be greatly gratified if Acting Master J. C. Champion, Acting Master's Mate Thomas L. Fisher, of the *Pawnee*, and Acting Ensign F. W. Sanborn and Acting Master's Mate W. B. Spencer, of the *Columbine*, could be promoted one grade, respectively. I feel well assured that they would endeavor to merit consideration in the future for such promotion, and cheerfully ask for it for them, but entirely without their solicitation.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

[Endorsement.]

The recommendations contained in above communication are approved and forwarded for the consideration of the Department.

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockdg. Squadron.

Detailed report of Acting Master Champion, U. S. Navy.

U. S. PRIZE STEAMER HATTIE,
Off Jacksonville, March 23, 1864.

SIR: I have the honor to report, in obedience to your orders of 9th instant:

I proceeded up St. John's River in charge of *Pawnee's* launch, in tow of U. S. S. *Columbine*, having under my command Acting Master's Mate Thomas L. Fisher and twelve men as volunteers, Second Assistant Engineer Alfred Adamson, Third Assistant Engineer Arthur Price, and four firemen. On morning of the 10th instant anchored off Palatka. Shortly after army transports, conveying troops, arrived to occupy the town. Ascertaining from Colonel Barton, who was in command,

that the services of the *Columbine* and launch were not requisite for their protection, we proceeded up the river to Buffalo Bluff, where we found one Hampton Daniels, who kindly offered to guide us where a quantity of spirits of turpentine and rosin was hidden. Under his guidance went in launch up the Ocklawaha River nearly 5 miles, then up a creek to right nearly 1½ miles, there obtaining 13½ barrels spirits of turpentine and 25 barrels rosin.

As Colonel Barton expressed a wish for us to return on the 11th to Palatka, we did so. Daylight of the 12th, again left Palatka and proceeded up the river and at 6:30 p. m. anchored in Great Lake George, near Drayton Island. Seeing suspicious lights on the mainland, we went in launch to ascertain cause of the same. Finding nothing unusual, we proceeded to the house of W. P. Rembert, on Drayton Island, to ascertain the whereabouts of his son, who I learned was in the rebel service, but was anxious to get clear, but did not succeed in finding him. At 10:30 p. m. returned to the *Columbine* and found that during my absence she had captured the river steamer *Sumter* on her passage from the upper lakes to the Ocklawaha, with only a few passengers.

Transferred the passengers and crew of *Sumter* (excepting the cook, whom we retained as guide) to the *Columbine*. I then assumed command of the *Sumter*, transferring all arms and ammunition from the launch, also the officers and crew under my command, together with Acting Master's Mate W. B. Spencer, Acting Third Assistant Engineer Henry [J.] Johnson, and six men from the *Columbine*. At midnight proceeded up Great Lake George and the St. John's River. Owing to defective machinery and want of wood, did not reach Lake Monroe until morning of the 14th instant. As soon as we could see the landmarks proceeded across the lake to St. John's River and followed it up to Deep Creek, where we found the steamer *Hattie*. At 4 p. m. I assumed command of the *Hattie*, giving the command of *Sumter* to Acting Master's Mate Spencer. At 4:15 p. m., with the *Hattie* in tow of *Sumter*, we proceeded down the river, the engineers and men of their department in the meantime overhauling the *Hattie's* engines and putting them in working order. Were obliged to make wooden valves for the feed pumps, as the original ones had been taken away. Stopped at Watson's Landing, where we saw cotton on our passage up, and took the same on board of *Hattie*, finding it stowed in five different places at some distance apart. At 10:30 p. m. proceeded down the river. At 11:30 p. m. started the engines of *Hattie* and found them to work finely. Owing to some defect in the *Hattie's* rudders or her bad steering qualities, were obliged to be towed by *Sumter*. Notwithstanding all precautions, could not keep her clear of the overhanging trees in this very narrow and circuitous river; consequently I was not able to deliver the *Hattie* to you in as good order as we found her. On the afternoon of the 16th we were joined by U. S. S. *Columbine* (the *Columbine* having returned to Palatka, where I assumed command of the *Sumter*, and was again sent back to look for us) at the head of Lake Monroe. The three steamers then proceeded to wharf at Enterprise to procure wood. While there found a small metallic boat belonging to the *Hattie*, which we took possession of. After wooding all steamed out in center of lake and anchored for the night, having brought away the following colored persons: Three females and one male belonging to Mr. Sanchez; two males of Gilead Pearson's; one male of Captain

Brock's; one female of John Sinclair's. The colored man of Captain Brock's informed Acting Ensign Sanborn, commanding *Columbine*, where there was some sugar intended for the rebel army. The *Columbine* returned for sugar near Enterprise on morning of 17th, while the *Hattie*, accompanied by *Sumter*, proceeded down the lake. During afternoon were rejoined by the *Columbine* (she having obtained some sugar and destroyed all but one of the kettles where it was manufactured) and taken in tow by her. At 8 a. m. March 18, stopped at Volusia for wood, and there found a cotton gin, gristmill, steam engine, two worthless rifles, and a small quantity of unginned cotton, which articles we took possession of, and destroyed a boiler. The place is owned by a man named Doyle, who I learned was in the rebel service. At 10:30 a. m. proceeded down the river. At noon the *Columbine* and *Hattie* were fast on the bar at head of Great Lake George, and not until 7 p. m. of the 19th were we over it; then anchored for the night. Before the *Columbine* succeeded in crossing, every movable article was taken from her, with *Hattie* on one [side] and *Sumter* on the other; she was then raised nearly 8 inches by wedges and long levers placed upon the guards of the prize steamers. At 9 a. m. of 20th instant came to anchor near Rembert's plantation, on Drayton Island, to obtain wood, and while there captured the son of W. P. Rembert, who had been in the rebel service. Learning from Rembert's overseer that 80 rebels were lying in wait for us at Fort Gates, near Little Lake George, we barricaded ourselves with bales of cotton, but passed the place without seeing anyone. At Gardner's distillery, below Welaka, we stopped to take possession of all the copper apparatus for distilling spirits of turpentine. In the meantime, sent the *Sumter*, with launch's crew, in charge of Master's Mate Spencer, up the Ocklawaha, to obtain a large quantity of rosin that we left there on our first trip. The *Hattie*, in tow of *Columbine*, proceeded down to Palatka. At 8 p. m. anchored off the town. On the 21st, the *Sumter* not making her appearance, with your permission the *Columbine* went in search of her, after towing the *Hattie* to Palatka wharf, that we might obtain wood and take in our first capture of spirits of turpentine, rosin, and 5 bales of cotton, the latter obtained at Drayton Island. At 10 a. m. the *Columbine* returned, with *Sumter* in tow, the latter having her engine in a disabled condition. Acting Master's Mate Spencer reported that he was unable to reach the position of the rosin with the *Sumter*, or even by boats, as the rebels had felled trees across the river in many places. At noon the *Hattie* and *Sumter*, in tow of *Columbine*, left Palatka wharf and proceeded down the river. At 5:15 p. m. stopped at Locai's [Tocoi] Landing to take in some railroad iron belonging to St. John's and St. Augustine railroad, but, owing to a severe storm, were unable to work. By noon of the 22d instant had taken in all the loose railroad iron, obtained wood, and proceeded down the river. At dark anchored near Piney Point for the night. At 5 a. m. of 23d, underway and proceeded down the river. At 7 a. m. came to anchor off Jacksonville, having been in the enemy's country nearly two weeks, without meeting any rebels with arms or any accident worthy of note.

The officers and many of the crew under my command did nobly during this tedious expedition, and I would especially recommend Thomas L. Fisher, acting master's mate, and Charles McDonald, seaman, for promotion.

I would call your attention to the valuable services that Captain Tumblin (who was in command of the *Sumter* when captured) has rendered us in acting as pilot of the *Columbine;* also to the following colored persons to whom we are indebted for the capture of *Hattie* and cotton: Henry, acting ship's cook of the *Columbine*, and Willie, who was cook of the *Sumter* when captured.

Very respectfully, your obedient servant,

JOHN C. CHAMPION,
Acting Master, U. S. Navy.

Commander GEORGE B. BALCH,
Senior Officer Present, Comdg. Naval Forces, St. John's River.

Detailed report of Acting Ensign Sanborn, U. S. Navy, commanding U. S. S. Columbine.

U. S. S. COLUMBINE,
St. John's River, Florida, March 20, 1864.

SIR: I have the honor to report to you that I left Palatka with this vessel on the morning of the 14th, and at night anchored 10 miles to the southward of Great George Lake, having lightened her across the bar.

At early daylight of the 15th, again weighing anchor, I ran to Enterprise by 3, we having wooded at Hawkinsville. On my arrival here, I saw the *Sumter* and *Hattie* approaching, when I anchored and awaited their approach. Just before reaching Enterprise the vessel caught on fire, but was soon extinguished. After communicating with the other vessels we all ran to the wharf and wooded up, after which we anchored in the mouth of the lake.

Having received information of a sugar refinery being in operation, making sugar for the Confederate States, about 2 miles from Enterprise, I determined to destroy it, and for this purpose on the morning of the 16th I sent Mr. Davis with the launch and seven of the Forty-eighth New York ashore. He succeeded in destroying the greater portion of the works and, by impressing negroes, cattle, and wagons, in transporting the greater portion over about a mile and a half of country to the river, where I put it on board the *Sumter*. I would have more entirely destroyed it had I deemed it worth the loss of life, but as a force of 30 or 40 guerrillas was approaching, and as they outnumbered us, we retired.

As the *Hattie* had gone down the river ahead, I took the *Sumter* in tow and ran down the river. I had not gone over 10 miles before I found the *Hattie* ashore unmanageable. I took her in tow and at night anchored about 10 miles from Volusia.

On the morning of the 17th ran to Volusia, at which place we found a cotton gin and corn mill, together with a good engine and boiler, which last we destroyed, taking the rest on board the *Hattie*. We also found some cotton unginned, but while removing it on board the *Hatttie* some person or persons unknown set it and the storehouse on fire, both of which were soon destroyed.

At about 3 p. m. we again started down the river. Just before reaching the bar at Great Lake George I let go the other vessels and attempted to cross the bar, but could not. The *Hattie* also grounded. I endeavored in vain to get off, working til[1] late, discharging shell,

provisions, and fuel. The *Hattie* was unsuccessful in getting off the bank.

On the morning of the 18th I requested Mr. Champion to send me some men, which he kindly did, and I used every available means in my power to get off, without success. I then sent my heavy deck tackles and my own crew to the *Hattie*, and they succeeded in getting her afloat. Coming alongside, they, the *Sumter* and *Hattie*, endeavored to pull this vessel off, but were unsuccessful. Both vessels having by this time become short of wood, I dispatched the *Sumter* to Volusia for some at 4 p. m. At 7:30 p. m. she returned, bringing two heavy timbers, which I sent for to assist in getting the ship afloat.

On the morning of the 19th I got the *Sumter* on one side and the *Hattie* on the other and succeeded in getting afloat and over the bar. Came to anchor 7:30 p. m. over the bar, and by 10 p. m. we had again received on board my guns, ammunition, and stores.

At 7 p. m. weighed anchor and crossed the lake, stopping at Mr. Rembert's place to wood up. I went on shore and arrested Mr. W. P. Rembert, jr., formerly a lieutenant in the C. S. Army.

After wooding, ran to Welaka, where we again wooded up, the *Hattie* taking on board the boiler and worm of a turpentine distillery. From here I sent the *Sumter* with some men up the Ocklawaha to take on board some rosin, which was about 5 miles up the river, giving orders to use all possible haste and to follow us to Palatka. After getting the copper boilers and worm on board, we immediately started for Palatka, where we arrived at 8:15 p. m.

Respectfully, your obedient servant,

F. W. SANBORN,
Acting Ensign, Commanding.

Commander GEO. B. BALCH,
Commander and Senior Officer Present, St. John's River.

[Enclosures.]

Invoice of cargo of prize steamer Hattie, captured on St. John's River.

No.	Weight.	Cotton.		Where captured.
		Staple.	Marks.	
	Pounds.			
1	533	Short	Unknown	Watson's Landing
2	462	do	do	Do.
3	368	do	do	Do.
4	498	do	◇J	Do.
5	504	do	◇J	Do.
6	474	do	C	Do.
7	473	do	Unknown	Do.
8	506	do	◇J	Do.
9	348	do	W	Do.
10	458	do	W	Do.
11	353	do	No mark	Do.
12	315	do	do	Do.
13	309	do	do	Do.
14	458	do	◇C	Do
15	326	do	No mark	Do.
16	312	do	do	Do.
17	329	do	do	Do.
18	372	Long	W. P. R	Drayton Island.
19	333	Short	No mark	Watson's Landing.
20	318	do	W. P. R	Drayton Island.
21	298	do	W. P. R	Do.

Invoice of cargo of prize steamer Hattie, captured on St. John's River—Continued.

No.	Weight.	Cotton.		Where captured.
		Staple.	Marks.	
	Pounds.			
22	488	Short	Unknown	Watson's Landing.
23	354	Long	Capt. S. O. Hoise	Do.
24	356	do	W. P. K	Drayton Island.
25	215	do	W. P. K	Do.
26	346	do	Unknown	Watson's Landing.
27	489	Short	do	Do.
28	479	do	do	Do.
29	476	do	C	Do.
30	446	do	J	Do.
31	483	do	Unknown	Do.
32	422	do	J	Do.
33	532	do	C on one side, W on the other	Do.
34	454	do	C	Do.
35	514	do	C	Do.
36	508	do	J	Do.
37	525	do	R. O	Do.
38	508	do	Unknown	Do.
39	348	Long	No mark	Do.
40	339	Short	do	Do.
41	294	do	J	Do.
42	565	do	R. O	Do.
43	567	Short	R. O	Do.
44	564	do	R. O	Do.
45	415	do	R. O	Do.
46	350	Long	D. M	Do.
47	345	do	D. M	Do.
48	334	do	D. M	Do.
49	320	do	D. M	Do.
50	370	do	D. M	Do.
51	360	do	D. M	Do.
52	238	do	D. M	Do.
53	342	do	J	Do.
54	326	do	J	Do.
55	320	do	H. R. B	Do.
56	327	Short	J	Do.
57	284	Long	J	Do.
58	336	do	J	Do.
59	339	do	J	Do.
60	360	do	J	Do.
61	484	Short	Unknown	Do.
62	448	do	J	Do.
63	552	do	J	Do.
64	467	do	J	Do.
65	419	do	J	Do.
66	565	do	Unknown	Do.
67	489	do	do	Do.
68	598	do	R. O	Do.
69	511	do	R. O	Do.
70	446	do	R. O	Do.
71	240	do	J	Do.
72	334	do	Unknown	Do.
73	240	Long	do	Do.
74	232	Short	J	Do.
75	335	do	J	Do.
76	356	Long	P. M	Do.
77	345	do	P. M	Do.
78	260	Short	J	Do.
79	360	Long	D. M	Do.
80	256	Short	J	Do.
81	334	do	J	Do.
82	334	do	J	Do.
83	296	Long	D. M	Do.

Invoice of cargo of prize steamer Hattie, captured on St. John's River—Continued.

No.	Weight.	Cotton.		Where captured.
		Staple.	Marks.	
	Pounds.			
84	500	Short	J	Watson's Landing.
85	292	Long	J	Do.
86	500	Short	J	Do.
87	510	do	J	Do.
88	513	do	J	Do.
89	523	do	J	Do.
90	518	do	J	Do.
*91	367	do	R. O	Do.
*92	553	do	R. O	Do.
*93	454	do	R. O	Do.
94	463	do	No mark	Volusia, not ginned.
95	220	Waste	do	Watson's Landing.

* This cotton is bagged, the original bagging having burst.

Total weight of ginned cotton	pounds	37,620
Long staple	do	8,514
Short staple	do	29,106

One stationary engine, one corn mill, one cotton gin, two pieces of shafting, with belt wheels, captured at Volusia.

One pair Fairbank's platform scales, captured at Watson's Landing.

One kettle, worm, and pipes, belonging to same for distilling spirits of turpentine, captured at Gardner's Landing.

One-half barrel molasses and two-thirds cask sugar, captured at Enterprise.

List of turpentine and rosin captured on the Ocklawaha River.

No.	Mark.	No.	Mark.	No.	Mark.	No.	Mark.
	SPIRITS OF TURPENTINE.	10	B. G.	5	G.	16	Unknown.
		11	B. G.	6	G.	17	G.
1	B. G.	12	B. G.	7	I.	18	Unknown.
2	B. G.	13	B. G.	8	B. G.	19	Unknown.
3	B. G.	14	B. G.	9	G.	20	Unknown.
4	LIE & Co.			10	G.	21	Unknown.
5	B. G.		ROSIN.	11	G.	22	Unknown.
6	B. G.	1	B. G.	12	G.	23	G.
7	No mark.	2	B. G.	13	G.	24	G.
8	No mark.	3	G.	14	No mark.	25	G.
9	B. G.	4	G.	15	G.	26	Unknown.

Report of Acting Ensign Sanborn, U. S. Navy, giving list of prizes captured.

U. S. S. COLUMBINE,
St. John's River, Florida, March 25, 1864.

SIR: I have the honor to report the capture of the following prizes:

March 11, the *Pawnee's* launch captured 25 barrels rosin and 13 barrels spirits turpentine on the Ocklawaha River.

March 12, we captured the C. S. steamer *General Sumter* in big Lake George; she had on board 1 barrel copperas and 1 spyglass; the spyglass was expended for *Columbine's* use.

March 13, we captured 5 bales cotton marked "W. P. R.," belonging to W. P. Rembert.

March 14, the steamer *Hattie* captured by the prize steamer *General Sumter* in Deep Creek.

March 14, captured 93 bales cotton at Watson's Landing and put it aboard of the prize steamer *Hattie*, the weight of which is in Acting Master Champion's report.

March 16, we captured and put on board of the prize steamer *General Sumter* 5 barrels sugar, the weight of which is in Acting Master Champion's report.

March 17, one cotton gin and engine captured at Volusia, belonging to Doyle.

March 20, one copper boiler and one copper worm captured at Welaka, belonging to Gardner.

March 21, from 500 to 600 bars railroad iron captured at Decoy [Tocoi], belonging to St. John's Railroad Company.

Two barrels sugar expended for ship's use.

I have the honor to remain, very respectfully, your obedient servant,

F. W. SANBORN,
Acting Ensign, Commanding.

Commander GEORGE B. BALCH,
Commanding Naval Forces, St. John's River, Florida.

Report of Acting Ensign Sanborn, U. S. Navy, giving list of prisoners captured on the steamer General Sumter.

U. S. S. COLUMBINE,
St. John's River, Florida, March 25, 1864.

SIR: I have the honor to report to you the names of the prisoners taken aboard of Confederate steamer *General Sumter*, March 12, 1864:

W. W. Tumblin, captain of the steamer; O. C. Skinner, engineer; Berry Justice, William Leman, deck hands; Amos Emanuel, A. C. Emanuel, S. G. Cabbell, T. R. Craig, D. H. Welles, G. M. Bowen, passengers.

I have the honor to remain, very respectfully, your obedient servant,

F. W. SANBORN,
Acting Ensign, Commanding.

Commander GEO. B. BALCH,
Commanding Naval Forces, St. John's River, Florida.

Report of Commander Balch, U. S. Navy, regarding the destruction above Jacksonville of the Army transport steamer Maple Leaf.*

U. S. STEAM SLOOP PAWNEE,
Off Mayport Mills, Fla., April 1, 1864.

COMMODORE: I have just received information that the transport *Maple Leaf* was blown up by a torpedo when she was off Mandarin, distant 15 miles above Jacksonville.

The *Maple Leaf* was on her way down the St. John's from Palatka, and my informant states that her bow was blown off.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Commodore S. C. ROWAN, U. S. Navy,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

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* For army reports see Official Records of the Union and Confederate Armies in the War of the Rebellion, Series I, Volume XXXV, part 1, p. 380.

Report of Commodore Rowan, U. S. Navy, transmitting report of the capture of the steamers General Sumter and Hattie Brock.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, April 2, 1864.

SIR: I herewith enclose extract from a communication received from Commander Balch, reporting the capture of the prize steamers *General Sumter* and *Hattie Brock*, also copy of a letter of instructions to Commander Balch, as to the temporary disposition of those vessels.

I am not yet in possession of the detailed reports of the respective captures, which, when received, will be forwarded for the information of the Department.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., March 23, 1864.

COMMODORE: I have the honor to report the arrival at this place of the *Columbine* and her prize, the steamer *Sumter*, as also the steamer *Hattie Brock*, captured by the prize steamer *Sumter*, armed and manned by a detachment of officers and men from the *Pawnee*, under the command of Acting Master J. C. Champion, of this ship. I have not as yet received a detailed report from Mr. Champion, but will soon do so, as also a list of property secured by the expedition sent up the St. John's. I may mention, however, that 130 bales of cotton were brought down, 13½ barrels of turpentine, and some 25 barrels of rosin, railroad iron, etc.

The *Hattie Brock* is valuable, and will carry some 200 or 300 bales of cotton, and is fitted up as a passenger boat and has a fine saloon. She has been employed in transporting stores down the St. John's, which were brought over from [New] Smyrna, doubtless having run the blockade.

At the earliest possible moment I will send the exact list of property captured, and I very respectfully ask instructions in reference to the two prizes, as also in relation to the captured property. May I ask that you will, as early as convenient, give me instructions as to how I shall proceed in these cases?

I deem it proper to state that a properly constituted court exists in this Department of Florida, Judge Fraser, who has lately held court at Key West, where he has adjudicated many cases of prizes. * * *

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston, S. C.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, March 31, 1864.

SIR: You will send to Port Royal for future disposition the prize steamer *Hattie Brock*, if she is seaworthy, together with her cargo, in charge of a prize crew, with sufficient evidence to establish the facts of her capture, together with any prisoners taken in her, and all the papers found on board.

Dispatch the *General Sumter* to the same port, subject to the same instructions, sending in her any contraband articles not taken from the shore, forwarding official reports of the respective captures, and complying in all respects with the act of Congress provided in such cases, and approved July 16, 1862.

Respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Commander GEO. B. BALCH,
Senior Officer Present, in the St. John's.

Report of Commodore Rowan, U. S. Navy, transmitting request of Major-General Gillmore, U. S. Army, for the services of another gunboat in the St. John's River.

No. 117.] FLAGSHIP NEW IRONSIDES,
Off Morris Island, South Carolina, April 2, 1864.

SIR: I herewith enclose, for the information of the Department, copy of an official communication this a. m. received from Major-General Gillmore, commanding Department of the South, and would respectfully state that, agreeably to the request of the commanding general, I have detailed the *Unadilla* for the specified service.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., March 31, 1864.

SIR: I returned from Jacksonville and Palatka this morning, and, in view of the conditions of affairs there, I respectfully request that another gunboat may, if possible, be added to the force in St. John's River. Captain Balch entertains the same views that I do on this subject, and desires me to say that a boat drawing not over 8½ feet of water would be preferable. It is not probable that the additional boat will be wanted these many weeks.

Very respectfully, your obedient servant,

Q. A. GILLMORE,
Major-General, Commanding.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston, S. C.

Letter from Commodore Rowan, U. S. Navy, to Major-General Gillmore, U. S. Army, urging the necessity for the withdrawal of the U. S. S. Unadilla when no longer required in St. John's River.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, April 2, 1864.

GENERAL: I have the honor to acknowledge the receipt of your communication of the 31st ultimo, by the hands of your aid-de-camp, Captain Bragg.

I shall comply with your wishes with great pleasure and put another gunboat in the St. John's River as soon as Commander Reynolds can prepare the *Unadilla*. I am greatly in want of the number of vessels necessary to preserve the blockade, and will ask you to do me the favor to direct the general commanding the Department of the St. John's to notify Captain Balch when the vessel can be safely withdrawn.

Very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Major-General Q. A. GILLMORE,
Comdg. Dept. of the South, Headquarters Hilton Head, S. C.

General order of Brigadier-General Hatch, U. S. Army, announcing the return of marine battery to the U. S. S. Mahaska, and returning thanks for efficient naval cooperation.

GENERAL ORDER, No. 19. } HDQRS. DISTRICT OF FLORIDA, DEPT. OF THE SOUTH, *Jacksonville, Fla., April 4, 1864.*

The brigadier-general commanding announces that the marine battery, which was so promptly and cheerfully placed on the line of our intrenchments when they were first thrown up in the vicinity of Jacksonville, and at a time when it was much needed, has been ordered on board the sloop-of-war *Mahaska*.

The brigadier-general commanding takes this opportunity to return his thanks to Captain G. B. Balch, commanding United States naval forces on the St. John's River, for his kindness, and to Ensign Gustavus E. French, and the petty officers and men under him, for their valuable services, very good conduct, and exhibition of excellent discipline throughout their intercourse with the troops of his command.

By order of Brigadier-General J. P. Hatch:

R. M. HALL,
First Lieut., First U. S. Artillery, Acting Asst. Adjutant-General.

(Copy to Captain G. B. Balch, commanding U. S. naval forces, St. John's River.)

[Endorsement.]

Respectfully forwarded for the information of the Department, as acknowledging the services of the Navy, and the officers named herein.

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Report of Commander Balch, U. S. Navy, transmitting correspondence with the commanding general, District of Florida, regarding the retention of the naval force in the St. John's River

U. S. STEAM SLOOP PAWNEE,
Off Mayport Mills, Fla., April 5, 1864.

COMMODORE: I have the honor to transmit the reply of Brigadier-General J. P. Hatch, commanding District of Florida, to the letter which I addressed to him, by your order of March 28, ultimo, as also a copy of my letter to the general.

I deem it proper to report that I have sent the *Mahaska* and *Norwich* up the St. John's for the purpose of more effectually patrolling the river, and have directed that they convoy all transports going up and coming down.

The *Mahaska* and *Norwich* have that portion of the river below the flats at Orange Mills, and the *Ottawa*, assisted by the *Harriet A. Weed*, the portion above the flats.

I was informed by the commanding officer at Palatka, two days since, that the enemy intended putting up batteries on the river, as he learned from rebel deserters.

I have the honor to acknowledge the receipt of your order of the 25th ultimo, directing me to detain the *Pawnee* until I receive further instructions.

With the *Mahaska* and *Norwich* up the river, I do not think that the communications with Palatka can be seriously threatened. Batteries will probably be thrown up on the bluffs, favorably situated for the annoyance of our transports, but we shall be able to drive the enemy out of them.

I am, very respectfully, your obedient servant,

GEORGE B. BALCH,
Commander and Senior Officer Present.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

[Enclosures.]

U. S. STEAM SLOOP PAWNEE,
Off Mayport Mills, Fla., April 4, 1864.

SIR: I am in receipt of a communication from Commodore S. C. Rowan, commanding South Atlantic Blockading Squadron, in which he expresses a desire to obtain the views of the commanding general of the United States troops in Florida, in reference to the necessity of retaining the naval forces in the St. John's.

May I ask that you will, at your earliest convenience, be pleased to inform me if there be a necessity for retaining the naval forces in the St. John's, and if the whole naval force now here is necessary, or if the naval force may, without detriment to the public service, be reduced?

I am, general, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Naval Officer Present.

Brigadier-General J. P. HATCH, U. S. Army,
Commanding District of Florida, Headquarters Jacksonville.

HDQRS. DIST. OF FLORIDA, DEPT. OF THE SOUTH,
Jacksonville, Fla., April 5, 1864.

CAPTAIN: I have the honor to acknowledge the receipt of your letter of yesterday's date informing me that the commander of the South Atlantic Blockading Squadron desires my views as to the necessity of a naval force in the St. John's River.

In answer, I would state that I consider it very important, I may say necessary, that the naval force should be retained here as a patrol of the river, to aid us in the event of an attack, and to cover the landing of troops at other points.

The points of Jacksonville and Palatka, although important as political positions, to be used in inducing the people of the State to return to their allegiance, are not strategical, and are both closely invested by the enemy.

To make an advance it would be necessary to transport the troops to other points, and the landing should be under cover of a strong naval force.

The length of the river now occupied (100 miles) requires for its thorough patrol a naval force of the size of the present squadron.

In this opinion General Gillmore concurs.

Very respectfully, your obedient servant,

J. P. HATCH,
Brigadier-General, Commanding.

Captain GEO. B. BALCH,
Commanding U. S. Naval Squadron in St. John's River.

Report of Commander Balch, U. S. Navy, regarding the disposition of the United States vessels in St. John's River.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., April 9, 1864.

COMMODORE: I have the honor to report the arrival of the *Unadilla*, Lieutenant-Commander Bacon, on the 6th instant, and that I had an interview with the commanding general to ascertain if he would be willing that the *Pawnee* should leave the St. John's, now that another gunboat has arrived; but General Hatch suggested that the *Pawnee* should remain till the next spring tides, and I have to report that she came up from the bar on the 7th instant, having no difficulty in getting up the river.

The *Mahaska* and *Norwich* have been engaged in the duty of convoying the troops up the St. John's, and the *Ottawa* is rendering good service at Palatka and in that vicinity.

The *Unadilla* left to-night with a detachment of troops sent down by General Hatch to make a reconnoissance below this. We have some reports that the enemy intends putting down torpedoes between this place and the bar.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Report of Commander Balch, U. S. Navy, proposing that repairs to the U. S. S. Pawnee be made in St. John's River.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., April 12, 1864.

COMMODORE: I have the honor to report that we have been compelled to haul the fires under the boilers the last few days, and very respectfully report that the senior engineer expresses the opinion that the repairs can be made here, with the assistance of two additional boiler makers from Port Royal, and thus render it unnecessary that the *Pawnee* should return to that port for repairs.

The *Oleander* brought down from the machine shop some pieces of machinery, and with the assistance of the boiler makers from Mr. Danby we can soon have the vessel in running order again.

I give you this information that you may know at once the condition of the *Pawnee's* boilers and machinery, and unless you have other service for this ship there will be no occasion for the *Pawnee* leaving the St. John's.

The *Unadilla* and *Norwich* are up the river on convoying duty. The *Mahaska* came down last evening for some slight work to her flues.

The *Ottawa* is at Palatka, and will remain there, giving efficient cooperation with our troops at that point.

I am happy to report all well on this station and that there exists the best feeling between the commanding general and myself.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Report of Commander Balch, U. S. Navy, of the evacuation of Palatka by the Union forces.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., April 16, 1864.

COMMODORE: I have the honor to report that our troops evacuated Palatka on the 4th instant, and are now embarked on transports, and will go north immediately, reports say, to join the Army of the Potomac.

I have withdrawn the *Ottawa* from Palatka, where you will be pleased to learn she has rendered very good service. She has, by my orders, taken position off Picolata, a place 45 miles above Jacksonville, where some two regiments are stationed. Picolata is on the east side of the St. John's, and from this point it was intended to scout that portion of the State between the St. John's and the coast; but this plan may be modified in consequence of the orders lately received to send the troops north. The *Unadilla* and *Norwich* are still up the river and assisted in convoying the troops. Lieutenant-Commander Lewis, of the *Mahaska*, rendered valuable assistance also.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Report of Commander Balch, U. S. Navy, regarding the sinking of the Army transport steamer General Hunter by a torpedo, in St. John's River.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., April 17, 1864.

COMMODORE: I regret to inform you that the steamer *General Hunter* was sunk by a torpedo yesterday at 9 a. m., whilst on her way from Picolata to this place. The *Norwich* was convoying the *Cosmopolitan* and *General Hunter*, the two leading vessels having safely passed, and drawing from 3 to 4 feet more water, when the explosion took place, and by which the *Hunter* was sunk in five minutes, with the loss of a quartermaster of the *Hunter*.

There were three gunboats up the river at the time, and had been employed convoying the transports up and down the river. It is fortunate the accident did not take place when the vessel was loaded with troops, or the loss of life must have been great. I have directed Lieutenant-Commander Bacon, of the *Unadilla*, who was in the vicinity at the time of the explosion, to assist in saving property from the wreck.

It is supposed that the *Norwich* and *Cosmopolitan* passed very near the torpedo, and that in making a turn in the channel the *Hunter* was blown off to leeward, as she had much surface exposed to the action of the wind, which was fresh, and having but little hold on the water she imperceptibly drifted out of the wake of the other two vessels. She was endeavoring to follow (as they all do) exactly in the wake of the gunboat.

I will send you reports from Lieutenant-Commander Bacon and Acting Master Meriam, commanding the *Norwich*, as soon as I can get them. As soon as the accident occurred, which took place near the wreck of the *Maple Leaf*, the *Norwich* and *Unadilla* proceeded to render every assistance in their power.

The *Mahaska* is down the river, where it is thought the enemy will try and destroy transports passing between Jacksonville and the river.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Report of a board of appraisement on the prize steamer General Sumter.

U. S. STEAM SLOOP PAWNEE,
Jacksonville, Fla., April 21, 1864.

SIR: In obedience to the foregoing order, we have held a strict and careful survey upon the boilers, engines, hull, etc., of the prize steamer *Sumter*, and appraise her to the value of $3,600.

We find on board two-thirds of a barrel copperas.

Very respectfully, your obedient servants,

R. F. R. LEWIS,
Lieutenant-Commander, U. S. Navy.
BENJ. DYER,
Acting Master, U. S. Navy.
GEO. E. ASHBY,
Acting First Assistant Engineer, U. S. Navy.

Commander GEO. B. BALCH,
Senior Officer Present, St. John's River, Florida.

Report of a board of appraisement on the prize steamer Hattie Brock.

U. S. STEAM SLOOP PAWNEE,
Jacksonville, Fla., April 21, 1864.

SIR: In obedience to the foregoing order we have held a strict and careful survey upon boilers, engines, hull, etc., of the prize steamer *Hattie*, and appraised her to the value of $18,000.

We find on board the following articles, captured by the naval forces on an expedition up the St. John's River, and placed on board said steamer, viz:

Eight thousand five hundred and fourteen pounds long staple cotton; 29,106 pounds short staple cotton; 463 pounds short staple, unginned; 220 pounds waste staple, unginned; 1 small stationary engine; 1 cotton gin; 1 pair Fairbank's scales; 1 kettle, worm, and pipes (for distilling turpentine); 26 barrels of rosin; 13½ barrels spirits turpentine; 2,000 pounds sugar (taken for use of the Navy), certificate sent; 1 barrel of molasses (taken for use of the Navy), certificate sent.

Very respectfully, your obedient servant,

R. F. R. LEWIS,
Lieutenant-Commander, U. S. Navy.
BENJ. DYER,
Acting Master, U. S. Navy.
GEO. E. ASHBY,
Acting First Assistant Engineer, U. S. Navy.

Commander GEO. B. BALCH,
Senior Officer Present, St. John's River, Florida.

[Telegram.]

CHARLESTON, *February 8, 1864.*

Enemy making a serious movement on St. John's River, Florida, in force. Will do what I can with safety to Charleston and Savannah to repel him.

G. T. BEAUREGARD.

General S. COOPER.

[Telegram.]

CHARLESTON, S. C., *March 1, 1864.*

General Beauregard left the 28th ultimo for Florida. General Gardner, in command there, reports that General Gillmore is now in chief of command; that he is being reinforced; has retired to Jacksonville, which he is fortifying, but appearances all indicate another attempt to advance in heavier force soon. Large number of transports reported at St. John's Bar with troops. We reoccupy Baldwin.

THOMAS JORDAN,
Chief of Staff.

General SAMUEL COOPER,
Adjutant and Inspector-General, Richmand, Va.

[Telegram.]

CHARLESTON, *March 4, 1864.*

Enemy has retired under cover of gunboats to Jacksonville, where he is fortifying. Force estimated at 12,000 with reinforcements arriv-

ing from New Berne, it is said. Troops are being sent, evidently, hence to some point. Our troops occupy position in rear of McGirt's Creek. Our total loss in battle at Ocean Pond, [Fla.], reported 800; that of enemy at least 2,000 killed, wounded, and prisoners. Our troops fought with great gallantry against twice their number in the open woods.

THOMAS JORDAN,
Chief of Staff.

General S. COOPER.

[Telegram.]

CAMP MILTON, FLA., *April 1, 1864.*

GENERAL: A large, double-stack, side-wheel steamer is sunk opposite the mouth of Doctor's Lake, 15 miles above Jacksonville. She is supposed to be the *Maple Leaf.* She exploded a torpedo at 4 o'clock this morning. Particulars not known.

PATTON ANDERSON,
Major-General, Commanding.

General THOMAS JORDAN.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U S. Navy, regarding refugees and deserters.

NAVY DEPARTMENT, *February 6, 1864.*

SIR: You are instructed, in reply to your No. 41, to turn over the refugees and deserters from the rebel lines to the military authorities.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Report of Captain Rowan, U. S. Navy, regarding the request from H. B. M. S. Petrel, for communication with Charleston.

U. S. S. NEW IRONSIDES,
Off Morris Island, February 6, 1864.

SIR: I send you the *Dandelion* as desired. Her British Majesty's steam sloop *Petrel* anchored outside to-day. The *Wabash* telegraphed:

Her British Majesty's steam sloop *Petrel* wishes to communicate with the enemy for the purpose of delivering dispatches.

I answered:

Regret that permission can not be granted. Communication can be had from Hampton Roads.

Shall I open your dispatches, or do you wish them sent to you?

Very respectfully,

S. C. ROWAN,
Captain and Senior Officer Present.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Reynolds, U. S. Navy, restricting communication through the blockade between British officials.

PORT ROYAL, *February 7, 1864.*

SIR: A British sloop of war has requested to communicate with the British consul at Savannah and Mr. Benjamin at Richmond.

Please to inform him that it is impossible; nothing of the kind can pass the lines of this squadron.

Very respectfully, J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Commander WM. REYNOLDS,
Commanding Naval Depot, Port Royal.

Report of Captain Rowan, U. S. Navy, transmitting letters regarding proposed plan for creating a diversion by a reconnoissance in force on John's Island, South Carolina.

U. S. S. NEW IRONSIDES,
Off Morris Island, February 8, 1864.

ADMIRAL: The enclosed letters from Brigadier-Generals Schimmelfennig and Terry, commanding troops in this vicinity, explain themselves.

On the receipt of these letters I immediately made arrangements to send the *Nipsic* and *Iris* to Edisto to join in the cooperation. Not having time to ascertain what force you had in Edisto, I thought it advisable to send this force there. They left the offing about 2:30 p. m. and will reach Edisto before dark, I hope.

Very respectfully,

S. C. ROWAN,
Captain and Senior Officer.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosures.]

HDQRS. NORTHERN DIST., DEPT. OF THE SOUTH,
Folly Island, South Carolina, February 8, 1864.

ADMIRAL: Major-General Gillmore has directed me to cause a reconnoissance in force upon John's Island, to be made for the purpose of attracting the attention of the enemy to this quarter, and thus aid the movement of General Seymour in Florida. In accordance with these instructions, General Schimmelfennig will cross from Kiawah Island to Seabrook's [Island] to-night, and thence, by way of Haulover Cut, to John's Island. He desires some concert of action with the naval forces in the Stono and North Edisto rivers, and he has written letters to the commanding officers of the vessels at each of these points requesting it. I have the honor to forward enclosed copies of these letters, and I respectfully request your approbation of the action on their part, which he desires.

I have the honor to be, admiral, very respectfully, your obedient servant,

ALFRED H. TERRY,
Brigadier-General, Commanding.

Rear-Admiral JOHN A. DAHLGREN, U. S. Navy,
Comdg. South Atlantic Blockading Squadron, off Charleston.

HEADQUARTERS U. S. FORCES,
Folly Island, February 7, 1864.

SIR: I am ordered to make a demonstration on John's Island on the 9th instant, in order to prevent the enemy from sending off troops from Charleston.

I shall cross over from Kiawah to Seabrook's Island during the night of the 8th to 9th instant, and attack the enemy on John's Island early in the morning of the 9th instant. I beg you to cooperate with me in the following manner:

During the day of attack, the 9th instant, I beg you to have one gunboat in the neighborhood of Legaréville and to send another one up Kiawah River as far as possible, for it might happen that some of my troops are forced to retreat to Legaréville. In this case, they will be recognized by their exhibiting a red signal flag, with white square in the center, which they will dip three times to the right, or at night by burning a red and white light.

I beg, in such case, that you will put yourself in communication with those troops and give them all protection possible.

I have the honor to be, your obedient servant,

A. SCHIMMELFENNIG,
Brigadier-General Volunteers.

COMMANDING OFFICER,
U. S. Naval Forces, Stono Inlet.

HEADQUARTERS U. S. FORCES,
Folly Island, South Carolina, February 7, 1864.

SIR: I am ordered to make a diversion with from three to four thousand men on John's Island, in order to prevent the enemy from sending forces from Charleston farther south.

I shall cross over from Kiawah to Seabrook's Island on the night of the 8th to 9th instant, and shall attack the enemy on John's Island at daybreak of the 9th instant. I beg you to cooperate with me in the following manner:

Place your gunboat in such position as to protect my left flank as far up Bohicket River [Creek] as possible. I further desire you to send a launch with a sufficient number of men to Seabrook's Point about midnight of the 8th to 9th instant, to make a demonstration there on the enemy's outposts. I shall march direct from the ford to Haulover Cut and send a detachment to open communication with you during the night. This party will show a white and red light when in your neighborhood. Let me know what colored light you have to use for answer.

Annexed I send you the countersigns. If my party should not be able to get down before daylight they will use a red signal flag, with white square in the center, and dip it three times to the right of the bearer. Please answer by dipping a small United States flag twice to the left and once to the right of the bearer. I shall be obliged to you for any information you can furnish me on the following subjects:

1. What is the present force of the enemy on Seabrook's Island?
2. Have you seen the enemy digging on Seabrook's Island or at Haulover Cut?
3. What force has the enemy on Wadmelaw Island and at Rockville?

4. How far up do you think Bohicket Creek is impassable for infantry and cavalry at low tide?

I have the honor to be, your obedient servant,

A. SCHIMMELFENNIG,
Brigadier-General Volunteers.

Captain ———,
Commanding U. S. Gunboat on the North Edisto River.

Letter from Captain Rowan, U. S. Navy, to Brigadier-General Terry, U. S. Army, regarding measures of cooperation.

U. S. S. NEW IRONSIDES,
Off Morris Island, February 8, 1864—1 p. m.

SIR: Your communication of to-day to the admiral (enclosing copies of two letters sent to the commanding officers of the naval forces at North Edisto and Stono), requesting cooperation with a contemplated army movement was received at 12:20 p. m.

I have sent such forces and made all the arrangements to cooperate with General Schimmelfennig that I could in so short a space of time and with the means at my disposal, as requested.

Very respectfully,

S. C. ROWAN,
Captain and Senior Officer off Charleston.

Brigadier-General A. H. TERRY,
Commanding U. S. Forces, Folly Island.

Order of Captain Rowan, U. S. Navy, to Lieutenant-Commander Gibson, U. S. Navy, regarding the disposition of the force under his command for cooperative movement.

U. S. S. NEW IRONSIDES,
Off Morris Island, February 8, 1864—1 p. m.

SIR: I have ordered the tug *Iris* to report to you for duty in Edisto to-night. As senior officer, you will make the best disposition you can of your force to render the requested service to the army to-night.

Respectfully,

S. C. ROWAN,
Captain and Senior Officer.

Lieutenant-Commander WM. GIBSON,
Commanding U. S. S. Nipsic.

Order of Captain Rowan, U. S. Navy, to Captain Green, U. S. Navy, transmitting order to Lieutenant-Commander Gibson, U. S. Navy.

U. S. S. NEW IRONSIDES,
Off Morris Island, February 8, 1864—10 p. m.

SIR: You will adjourn the court temporarily to enable Captain Gibson, of the *Nipsic*, to obey the enclosed order.

Very respectfully,

S. C. ROWAN,
Captain and Senior Officer off Charleston.

Captain J. F. GREEN,
President of Court-Martial, Frigate Wabash.

P. S.—If Captain Gibson has not a launch and howitzer, send one properly armed and equipped. It is important to enter Edisto before dark. If the launch will cause delay, retain her.

S. C. ROWAN.

[Enclosure.]

U. S. S. NEW IRONSIDES,
Off Morris Island, February 8, 1864.

SIR: You will proceed immediately to North Edisto and cooperate with the army to-night, as requested by General Schimmelfennig in the letter herewith enclosed, addressed to the captain commanding United States gunboats, North Edisto River. This duty performed, you will return immediately to this place.

Very respectfully,

S. C. ROWAN,
Captain and Senior Officer, etc.

Lieutenant-Commander WM. GIBSON,
Commanding U. S. S. Nipsic.

Letter from Brigadier-General Terry, U. S. Army, to Captain Rowan, U. S. Navy, expressing his thanks for measures of cooperation.

HDQRS. NORTHERN DISTRICT, DEPT. OF THE SOUTH,
Folly Island, South Carolina, February 9, 1864.

SIR: I have the honor to acknowledge the receipt of your letter in reply to one which, in my ignorance of his absence, I addressed to Rear-Admiral Dahlgren, and I beg to express my obligations to you for your kindness in making arrangements to give to General Schimmelfennig the aid which he desires.

I have the honor to be, very respectfully, your obedient servant,

ALFRED H. TERRY,
Brigadier-General, Commanding District.

Commodore S. C. ROWAN, U. S. Navy,
Commanding Fleet off Charleston.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren to cooperate with army forces at Charleston, S. C.

NAVY DEPARTMENT, *February 9, 1864.*

SIR: I have received your No. 44, dated the 28th ultimo, submitting, conformably to the wishes of the Department, your views of the service of the monitors.

In connection with your remarks relative to no specific instructions having been furnished you on your taking command of the squadron, I would state that the unexecuted orders of your predecessor were, of course, yours, and those were to go in and take Morris Island and cooperate with the army.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Report of Commander Stevens, U. S. Navy, commanding U. S. S. Patapsco, regarding the capture by that vessel of the schooner Swift.

U. S. IRONCLAD PATAPSCO,
Wassaw Sound, February 9, 1864.

SIR: I have the honor to inform you of the capture, in attempting to run the blockade at this place, of the schooner *Swift*, sailing under English colors, by the second cutter of this vessel, temporarily in charge of Acting Ensign W. C. Odiorne, of the *Wissahickon*.

The *Swift* was captured off the southeast point of Cabbage Island, and when first discovered was off the southeast end of the shoal which makes out from that island seaward. She was captured without opposition, though Mr. Odiorne deserves credit for the good judgment he showed, after having once lost sight of her, in shaping a course to intercept her. When discovered and hailed, the captain ran her ashore. She is a vessel of about 12 tons, her cargo consisting mostly of fish, in barrels, and of but little value. As the case is a clear one, and will hardly pay the expenses of condemnation, I send the tender of this vessel to the St. John's, to know your wishes in respect to both vessel and cargo.

The *Swift* had a crew consisting of the captain, who says he is a good Union man, a Savannah pilot, and two men. Will you be pleased to inform me what disposition I shall make of them?

I could make both the tender and the *Swift* very useful here, if mounted with a light howitzer, in guarding some of the passages.

Very respectfully, your obedient servant,

T. H. STEVENS,
Commander.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Order of Captain Rowan, U. S. Navy, to the commanding officer at Edisto, for the return to Morris Island of the U. S. steamers Nipsic and Iris.

U. S. S. NEW IRONSIDES,
Off Morris Island, February 10, 1864.

SIR: I sent the *Nipsic* and *Iris* to aid you in cooperating with the army on the night of the 8th instant and day of the 9th, as requested by General Schimmelfennig.

You will order the *Nipsic* and *Iris* to return to this place if, upon consultation with General Schimmelfennig, you find that these vessels are not absolutely necessary to the further immediate operations of the expeditionary force.

Very respectfully,

S. C. ROWAN,
Captain and Senior Officer, etc.

Commander U. S. NAVAL FORCES,
Edisto.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Pendergrast, U. S. Navy, commanding U. S. S. Water Witch, to assume command of the blockade of the Altamaha River.

U. S. FLAGSHIP PAWNEE,
St. John's River, Florida, February 13, 1864.

SIR: You will proceed with the *Water Witch* under your command to the Altamaha River and assume command of the blockade there.

It is rumored that two or three steamers are in the river near Darien, watching an opportunity to escape. You will please give me all the information you can collect about them, and also your opinion as to the practicability of capturing them.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Lieutenant-Commander A. PENDERGRAST,
Commanding U. S. S. Water Witch.

Report of Commander Stevens, U. S. Navy, giving information obtained from a contraband from Savannah, Ga.

U. S. IRONCLAD PATAPSCO,
Wassaw Sound, February 13, 1864.

SIR: A contraband came on board yesterday from Savannah. He has been for the past three months in the interior of the State, and says that about two weeks since a severe battle was fought at a place called Potato Hill, [Ga.], between Rome and Kingston, in which the rebels were totally defeated.

He moreover states that there are but few troops in or about Savannah, and that for three months past the leaders have been very much discouraged and the people openly talk of the folly of attempting longer resistance. He saw three trains of the wounded at the fight referred to arrive in Americus, [Ga.], before he left.

Very respectfully, your obedient servant,

T. H. STEVENS,
Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Lewis, U. S. Navy, to assume command of the U. S. S. Nipsic.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 15, 1864.

SIR: You are hereby detached from the command of the *Ethan Allen*, and you will report to Commodore S. C. Rowan, senior officer present, Charleston Roads, for the command of the U. S. S. *Nipsic*.

Respectfully, your obedient servant,

J. A. DAHLGREN.
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Lieutenant-Commander R. F. R. LEWIS,
Commanding U. S. Bark Ethan Allen.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Gibson, U. S. Navy, to assume command of the U. S. S. Sonoma.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 15, 1864.

SIR: On the arrival of your relief, Lieutenant R. F. R. Lewis, you will consider yourself detached from the command of the *Nipsic*, and you will relieve Commander Cooper in the command of the U. S. S. *Sonoma* at Stono.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Lieutenant-Commander WM. GIBSON,
Commanding U. S. S. Nipsic.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Cooper, U. S. Navy, to assume command of the U. S. S. Sangamon.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 15, 1864.

SIR: On the arrival of your relief, Lieutenant-Commander Gibson, you will consider yourself as detached from the command of the *Sonoma*, and you will assume the command of the U. S. ironclad *Sangamon*.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Commander GEORGE H. COOPER,
Commanding U. S. S. Sonoma.

Report of Commander Hughes, U. S. Navy, commanding U. S. S. Cimarron, regarding the bursting of a Parrott gun on that vessel.

U. S. GUNBOAT CIMARRON,
Stono Inlet, South Carolina, February 15, 1864.

SIR: I have to inform you that this morning, while shelling the woods below Legaréville on the Stono River, our Parrott gun (100-pounder) was completely disabled by bursting, the shell having exploded in the gun, carrying with it 22½ inches of the muzzle, throwing a large portion overboard, the other part striking the deck, but fortunately injuring no person on board.

Very respectfully, your obedient servant,

A. K. HUGHES,
Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the arrival at Port Royal, S. C., of certain United States vessels.

No. 59.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 15, 1864.

SIR: I have the honor to inform the Department that the monitor *Sangamon* arrived here safely on the 11th instant, having left Delaware Breakwater on Sunday last, the 7th instant, in tow of the *Wachusett*.

The *Flag* has also returned to this squadron.

The tug *Cowslip* put into this port for coal on the 12th instant, bound to the Gulf, and the *Narcissus* on the 14th instant.

I have the honor to be, very respectfully, your obedient servant.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, offering furloughs to enlisted men for an additional term of service.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 15, 1864.

Those men whose terms of enlistment expired on or previous to December 31 last will be sent to the North for discharge.

I am authorized by the Navy Department to grant furlough to such of these and others who will reenlist.

Conformably to which, I now offer to any seaman, or other enlisted man, whose term of service has expired, a furlough of one month, if he will reenlist before leaving, for one year.

And in case bounties to the Navy should be authorized by law during this session of the present Congress, I will recommend to the Navy Department that persons so reenlisting shall have the benefit thereof.

Those who accept will be shipped by commanding officers for general service, for one year, and returns made to me without delay.

Two months' pay will be left on the books, which, with the pay due during furlough, will be paid on the return.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Distribution of vessels of the South Atlantic Blockading Squadron, February 15, 1864.

Vessel.	Station.	Remarks.
*Mangham	Murrell's Inlet	
*Allen	do	
Seneca	Georgetown	
Camelia	do	
Paul Jones	do	
*Blunt	Bull's Bay	
Wabash	Charleston	Outside the bar.
Canandaigua	do	Do.
Housatonic	do	Do.
Flag	do	Do.

*Sailing vessels.

Distribution of vessels of the South Atlantic Blockading Squadron, February 15, 1864—Continued.

Vessel.	Station.	Remarks.
Nipsic	Charleston	Outside the bar.
Sanford	do	Do.
*Hope	do	Do.
New Ironsides	do	Inside the bar.
Weehawken	do	Do.
Montauk	do	Do.
Lehigh	do	Do.
Nahant	do	Do.
Catskill	do	Do.
*Adams	do	Do.
*Supply	do	Do.
*Racer	do	Do.
Iris	do	Do.
Geranium	do	Do.
Jonquil	do	Do.
Daffodil	do	Do.
McDonough	Light-House Inlet	
Sonoma	Stono	
Cimarron	do	
*Williams	do	
Memphis	North Edisto	
*Kingfisher	St. Helena	
*Wild Cat	do	
Chippewa	Port Royal	
*Vermont	do	
*Houghton	do	
Ironsides	do	
*Valparaiso	do	
Larkspur	do	
Carnation	do	
Columbine	do	
Rescue	do	
Unadilla	Tybee Island	
Carolina	do	
*Ward	do	
Patapsco	Wassaw Sound	
Wissahickon	do	
Acacia	Ossabaw	
*Fernandina	St. Catherine's	
Lodona	Sapelo	
Huron	Doboy	
*Midnight	do	
*Smith	Altamaha	
Paul Jones, jr	do	
	Hampton River, Georgia	
Stettin	St. Simon's	
*Braziliera	St. Andrew's	
*Para	Fernandina	
*Perry	do	
	Nassau Sound	
Mahaska	St. John's	
Ottawa	do	
Norwich	do	
Pawnee	do	
Dai Ching	do	
Water Witch	do	
*Norfolk Packet	Mosquito [Inlet]	
Nantucket	Port Royal	Repairing.
Passaic	do	Do.
Sangamon	do	Do.
Philadelphia	do	Do.
Home	do	Do.
Hale	do	Do.
Pettit	do	Do.
Clover	do	Do.
Potomska		Laid up to go North for repairs.
Mohawk		Do.
Conemaugh		North for repairs.
Wamsutta		Do.
Madgie		Do.
Marblehead		Do.
Flambeau		Do.
Oleander		Southern station with stores.

*Sailing vessels.

Very respectfully,

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Duncan, U. S. Navy, commanding U. S. S. Paul Jones, to proceed to duty in Georgetown Roads.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 16, 1864.

SIR: You will proceed to Georgetown Roads to reinforce Lieutenant-Commander Parker, who deems his vessel insufficient for the duty there.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander J. M. DUNCAN,
Commanding U. S. S. Paul Jones.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Mr. Maillefert, ordering time torpedoes for use in operations against Charleston and elsewhere.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 16, 1864.

SIR: Having witnessed the action of your time torpedoes, I think they may be serviceable in operating against the rebels at Charleston and elsewhere.

If, therefore, you will make without delay 100 of the same kind and deliver them at the New York navy yard I will cause you to be paid at the same rate as charged for those tried, viz, $350 for each.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Mr. MAILLEFERT.

Report of Rear-Admiral Dahlgren, U. S. Navy, requesting instructions regarding captured vessels unfit to send north.

No. 64.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 17, 1864.

SIR: It sometimes happens in making captures of violators of the blockade that the vessels are found to be unfit to proceed to the North, wholly or without some material amendment, and yet could be made to assist the blockade in smooth water when furnished with one or two small cannon and a few men.

Several of these cases are now in hand, where it may serve both the interests of the Government and captors if the vessels were appraised and taken by the United States at the adjudged value.

Finding no provisions in the law for this purpose, and having no instructions from the Department, I would desire to know whether this course will be authorized.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER HOUSATONIC.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Gillespie, U. S. Navy, forbidding the reception of flag of truce from the enemy without authority.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 17, 1864.

SIR: I have received yours of the 30th ultimo, informing me of your having received a flag of truce from the rebels.

You will perceive by article 3, section 3, of the "Acts of Congress for the better government of the Navy," that as your vessel is not acting singly, but is a part of the squadron under my command, the communication referred to was forbidden by law.

In future you will receive no flag of truce from the rebels unless it is for the surrender of men, arms, or territory.

In all other cases you will obtain the requisite permission from myself first.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Acting Master W. T. GILLESPIE,
Comdg. U. S. Bark Braziliera, St. Andrew's Sound, Georgia.

Sinking of the U. S. S. Housatonic by the Confederate States submarine torpedo boat H. L. Hunley, off Charleston, S. C., February 17, 1864.

Report of Captain Rowan, U. S. Navy, transmitting report of Captain Green, U. S. Navy, commanding U. S. S. Canandaigua.

U. S. S. NEW IRONSIDES,
Off Morris Island, February 18, 1864.

SIR: I dispatch the *Paul Jones* with information of the loss of the U. S. S. *Housatonic*, which was sunk by a "David" torpedo last night about 9:30 o'clock.

As soon as the signal was made from the *Canandaigua*, "Assistance, in want of," Lieutenant-Commander Belknap went out in a tug.

I enclose Captain Green's report.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Captain and Senior Officer, off Charleston.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Captain Green, U. S. Navy, commanding U. S. S. Canandaigua.

U. S. S. CANANDAIGUA,
Off Charleston, S. C., February 18, 1864.

SIR: I have respectfully to report that a boat belonging to the *Housatonic* reached this ship last night at about 9:20, giving me information that that vessel had been sunk at 8:45 p. m. by a rebel torpedo craft.

I immediately slipped our cable and started for her anchorage, and on arriving near it, at 9:35, discovered her sunk with her hammock nettings under water; dispatched all boats and rescued from the wreck 21 officers and 129 men.

There are missing, and supposed to be drowned, the following-named officers and men:

Ensign Edward C. Hazeltine, Captain's Clerk Charles O. Muzzey, Quartermaster John Williams, Second-Class Fireman John Walsh, Landsman Theodore Parker.

Captain Pickering is very much, but not dangerously, bruised, and one man is slightly bruised.

I have transferred to the *Wabash* 8 of her officers and 49 men, on the account of the limited accommodations on board of this vessel.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain.

Commodore S. C. ROWAN,
Commanding Officer off Charleston, S. C.

Report of Lieutenant Higginson, U. S. Navy, of the U. S. S. Canandaigua.

U. S. S. CANANDAIGUA.
Off Charleston, S. C., February 18, 1864.

Sir: I have the honor to make the following report of the sinking of the U. S. S. *Housatonic*, by a rebel torpedo off Charleston, S. C., on the evening of the 17th instant:

About 8:45 p. m. the officer of the deck, Acting Master J. K. Crosby, discovered something in the water about 100 yards from and moving toward the ship. It had the appearance of a plank moving in the water. It came directly toward the ship, the time from when it was first seen till it was close alongside being about two minutes.

During this time the chain was slipped, engine backed, and all hands called to quarters.

The torpedo struck the ship forward of the mizzenmast, on the starboard side, in a line with the magazine. Having the after pivot gun pivoted to port we were unable to bring a gun to bear upon her.

About one minute after she was close alongside the explosion took place, the ship sinking stern first and heeling to port as she sank.

Most of the crew saved themselves by going into the rigging, while a boat was dispatched to the *Canandaigua*. This vessel came gallantly to our assistance and succeeded in rescuing all but the following-named officers and men, viz, Ensign E. C. Hazeltine, Captain's Clerk C. O. Muzzey, Quartermaster John Williams, Landsman Theodore Parker, Second-Class Fireman John Walsh.

The above officers and men are missing and are supposed to have been drowned.

Captain Pickering was seriously bruised by the explosion and is at present unable to make a report of the disaster.

Very respectfully, your obedient servant,

F. J. HIGGINSON,
Lieutenant.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy.

No. 69.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S., C. February 19, 1864.

SIR: I much regret to inform the Department that the U. S. S. *Housatonic*, on the blockade off Charleston, S. C., was torpedoed by a rebel "David" and sunk on the night of the 17th February about 9 o'clock.

From the time the "David" was seen until the vessel was on the bottom a very brief period must have elapsed; so far as the executive officer (Lieutenant Higginson) can judge, and he is the only officer of the *Housatonic* whom I have seen, it did not exceed five or seven minutes.

The officer of the deck perceived a moving object on the water quite near and ordered the chain to be slipped; the captain and executive officer went on deck, saw the object, and each fired at it with a small arm. In an instant the ship was struck on the starboard side, between the main and mizzen masts; those on deck near were stunned, the vessel begun to sink, and went down almost immediately. Happily the loss of life was small: Ensign E. C. Hazeltine, Captain's Clerk C. O. Muzzey, and three of the crew, Quartermaster John Williams, Second-Class Fireman John Walsh, and Landsman Theodore Parker.

Two boats of the *Housatonic* were lowered and received all they could hold; the *Canandaigua*, which knew nothing of the catastrophe, sent her boats immediately on hearing of it, and took off the crew, who had ascended into the rigging.

The enclosed printed orders* will show the precautions which have been directed from time to time to guard the ironclads that lay inside the bar, and would naturally be the objects of attack from their importance and proximity, and I also transmit copy of a communication (January 15) to the senior officer outside on the same subject.

In addition I have been in the habit of giving personal attention to the inside blockade, sometimes visiting the picket monitors several hours after dark.

Being notified on the 5th of February by General Gillmore that he was about to throw a force into Florida, and would need naval assistance, I left promptly for the St. John's, in order to be sure that no aid should be wanted that was possible, leaving Commodore Rowan, an experienced officer, commanding the *Ironsides*, in charge of the blockade of Charleston.

On my return I touched here to examine into the condition of our depots, and particularly in regard to the repairs on the monitors, intending also to visit the blockade of Savannah River.

The Department will readily perceive the consequences likely to result from this event; the whole line of blockade will be infested with these cheap, convenient, and formidable defenses, and we must guard every point. The measures for prevention may not be so obvious.

I am inclined to the belief that in addition to the various devices for keeping the torpedoes from the vessels, an effectual preventive may be found in the use of similar contrivances.

I would therefore request that a number of torpedo boats be made and sent here with dispatch; length about 40 feet, diameter amidships

*See December 4, 1863, January 7, 12, and 15, and February 4, 1864.

5 to 6 feet, and tapering to a point at each end; small engine and propeller, an opening of about 15 feet above with a hatch coaming, to float not more than 18 inches above water, somewhat as thus sketched.*

I have already submitted a requisition on the Bureau of Construction (January 16) for some craft of this kind, copy enclosed, which, with the great mechanical facilities of the North, should be very quickly supplied.

I have also ordered a quantity of floating torpedoes, which I saw tried here and thought promised to be useful. Meanwhile I hope the expected monitors may soon arrive, when an attack on the defenses of the lower harbor may be made.

I have attached more importance to the use of torpedoes than others have done, and believe them to constitute the most formidable of the difficulties in the way to Charleston. Their effect on the *Ironsides*, in October, and now on the *Housatonic*, sustains me in this idea.

The Department will perceive from the printed injunctions issued that I have been solicitous for some time in regard to these mischievous devices, though it may not be aware of the personal attention which I have also given to the security of the ironclads; I naturally feel disappointed that the rebels should have been able to achieve a single success, mingled with no little concern, lest, in spite of every precaution, they may occasionally give us trouble. But it will create no dismay nor relax any effort; on the contrary, the usual enquiry will be ordered, though the whole story is no doubt fully known.

I desire to suggest to the Department the policy of offering a large reward of prize money for the capture or destruction of a "David;" I should say not less than $20,000 or $30,000 for each. They are worth more than that to us.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Dahlgren, U. S. Navy.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 19, 1864.

The *Housatonic* has just been torpedoed by a rebel "David," and sunk almost instanty.

It was at night and the water smooth.

The success of this undertaking will, no doubt, lead to similar attempts along the whole line of blockade.

If vessels on blockade are at anchor they are not safe, particularly in smooth water, without outriggers and hawsers stretched around with rope netting dropped in the water.

Vessels on inside blockade had better take post outside at night and keep underway, until these preparations are completed.

All the boats must be on the patrol when the vessel is not in movement.

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*See letter January 16, 1864, from Dahlgren to Chief of Bureau of Construction, forwarding same sketch.

The commanders of vessels are required to use their utmost vigilance—nothing less will serve.

I intend to recommend to the Navy Department the assignment of a large reward as prize money to crews of boats or vessels who shall capture, or beyond doubt destroy, one of these torpedoes.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Captain Green, U. S. Navy, regarding an examination of the wreck of the sunken vessel.

U. S. S. CANANDAIGUA,
Off Charleston, S. C., February 20, 1864.

SIR: I have examined the wreck of the *Housatonic* this morning and find her spar deck about 15 feet below the surface of the water. The after part of her spar deck appears to have been entirely blown off.

Her guns, etc., on the spar deck, and probably a good many articles below deck, can, in my opinion, be recovered by the employment for the purpose of the derrick boat and divers.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain.

Commodore S. C. ROWAN,
Commanding Officer Present off Charleston, S. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to a board of officers comprising a court of enquiry.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 22, 1864.

GENTLEMEN: You are constituted a court of enquiry to ascertain the facts of the recent disaster that befell the U. S. S. *Housatonic* through the agency of a rebel torpedo.

Which you will state, with your opinion thereon. Second Lieutenant Young, of marines, will act as judge-advocate.

Please to signify to me, as soon as possible, what officers and men may be required for evidence, so that they may not be sent away when needed.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN,
U. S. S. Canandaigua.
Captain J. DE CAMP,
U. S. S. Wabash.
Lieutenant-Commander WILLIAMSON,
U. S. S. Flag.

[Telegram.]

BALTIMORE, *March 2, 1864.*

The torpedo boat "David," that sunk the *Housatonic*, undoubtedly sank at the time of the concussion, with all hands. How the *Housatonic* was sunk was not known at Charleston until the 27th, when the prisoners, captured in a picket boat, divulged them the facts.

C. C. FULTON.

Hon. G. V. Fox,
Navy Department.

Abstract log of the U. S. S. Canandaigua, Captain Green, U. S. Navy, commanding.

February 17, 1864.—Bearings of vessels at sundown: *Wabash*, S. ¾ E.; *Mary Sanford*, N. N. E.; *Housatonic*, N. N. E. ¾ E.; *Paul Jones*, N. N. E. At 9:20 p. m. discovered a boat pulling toward us. Hailed her and found her to be from the *Housatonic*. She reported the *Housatonic* sunk by a torpedo. Immediately slipped our chain and started for the scene of danger, with the *Housatonic's* boat in tow. At the same time sent up three rockets and burned Coston signals No. 82 and soon after burned 82 again. At 9:30 p. m. picked up another boat from the *Housatonic*, with Captain Pickering on board. At 9:35 arrived at the *Housatonic* and found her sunk. Lowered all boats, sent them alongside, and rescued the officers and crew, clinging to the rigging. At 10:30 all were brought from the wreck. Brought on board of this ship, belonging to the *Housatonic*, 21 officers and 137 men. At 11:30 stood toward the *Wabash*, to the southward and westward. Made signal to the *Mary Sanford*. The tug *Daffodil*, from inside the bar, communicated with us, Lieutenant-Commander Belknap on board. At 12 communicated with the *Wabash* and sent on board of her 8 officers and 49 men belonging to the *Housatonic*.

February 18.—At 12:40 a. m. Lieutenant-Commander Belknap left the ship and went inside the bar in the tug *Daffodil*. Clear and moonlight till 3:30 a. m., when the moon went down. At 6 a. m. picked up one of the *Housatonic's* launches, sent it inside the bar in tow of the tug. At 7:45 steamed by the *Housatonic* and at 8 a. m. let go our anchor near our old station in 5 fathoms water, Sumter bearing N. W. ½ W. and Breach Inlet N. N. W.

February 20.—At 8:15 a. m. came to with the port anchor near the *Housatonic's* wreck, in 5 fathoms. Sent boats to the *Housatonic* to wreck her.

February 22.—At 1 p. m. sent on board the tug *Jonquil* to take to the *John Adams* 40 men lately belonging to the *Housatonic*.

Proceedings of a court of enquiry convened on board the U. S. S. Wabash, February 26, 1864.

U. S. STEAM FRIGATE WABASH, *March 7, 1864.*

The testimony having been closed, the court was cleared for deliberation, and after maturely considering the evidence adduced, find the following facts established:

First. That the U. S. S. *Housatonic* was blown up and sunk by a rebel torpedo craft on the night of February 17 last, about 9 o'clock

p. m., while lying at an anchor in 27 feet of water off Charleston, S. C., bearing E. S. E., and distant from Fort Sumter about 5½ miles. The weather at the time of the occurrence was clear, the night bright and moonlight, wind moderate from the northward and westward, sea smooth and tide half ebb, the ship's head about W. N. W.

Second. That between 8:45 and 9 o'clock p. m. on said night an object in the water was discovered almost simultaneously by the officer of the deck and the lookout stationed at the starboard cathead, on the starboard bow of the ship, about 75 or 100 yards distant, having the appearance of a log. That on further and closer observation it presented a suspicious appearance, moved apparently with a speed of 3 or 4 knots in the direction of the starboard quarter of the ship, exhibiting two protuberances above and making a slight ripple in the water.

Third. That the strange object approached the ship with a rapidity precluding a gun of the battery being brought to bear upon it, and finally came in contact with the ship on her starboard quarter.

Fourth. That about one and a half minutes after the first discovery of the strange object the crew were called to quarters, the cable slipped, and the engine backed.

Fifth. That an explosion occurred about three minutes after the first discovery of the object, which blew up the after part of the ship, causing her to sink immediately after to the bottom, with her spar deck submerged.

Sixth. That several shots from small arms were fired at the object while it was alongside or near the ship before the explosion occurred.

Seventh. That the watch on deck, ship, and ship's battery were in all respects prepared for a sudden offensive or defensive movement; that lookouts were properly stationed and vigilance observed, and that officers and crew promptly assembled at their quarters.

Eighth. That order was preserved on board, and orders promptly obeyed by officers and crew up to the time of the sinking of the ship.

In view of the above facts the court have to express the opinion that no further military proceedings are necessary.

J. F. GREEN,
Captain and President.

JAS. B. YOUNG,
Second Lieutenant, U. S. Marines, Judge-Advocate.

Forwarded for the information of the Navy Department by,
Very respectfully, your obedient servant,

S. C. ROWAN,
Captain, Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report regarding the condition of the wrecks.

No. 581.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, November 28, 1864.

SIR: I transmit herewith a report of the squadron diver in relation to the wrecks of the *Housatonic* and some blockade runners which were driven ashore at different times by the vessels of the blockade.

It is to be presumed that all perishable articles are now valueless; the metallic parts will be recovered whenever the services of the divers can be spared from the vessels in service.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. SCHOONER G. W. BLUNT,
Port Royal Harbor, S. C., November 27, 1864.

SIR: After a careful examination of the wrecks of the sunken blockade runners and *Housatonic*, I have the honor to make the following report:

I find that the wrecks of the blockade runners are so badly broken up as to be worthless. The *Housatonic* is very much worm-eaten, as I find from pieces which have been brought up. She is in an upright position; has settled in the sand about 5 feet, forming a bank of mud and sand around her bed; the mud has collected in her in small quantities. The cabin is completely demolished, as are also all the bulkheads abaft the mainmast; the coal is scattered about her lower decks in heaps, as well as muskets, small arms, and quantities of rubbish.

I tried to find the magazine, but the weather has been so unfavorable and the swell so great that it was not safe to keep a diver in the wreck. I took advantage of all the good weather that I had, and examined as much as was possible.

The propeller is in an upright position; the shaft appears to be broken. The rudderpost and rudder have been partly blown off; the upper parts of both are in their proper places, while the lower parts have been forced aft. The stern frame rests upon the rudderpost and propeller; any part of it can be easily slung with chain slings, and a powerful steamer can detach each part.

I have also caused the bottom to be dragged for an area of 500 yards around the wreck, finding nothing of the torpedo boat. On the 24th the drag ropes caught something heavy (as I reported). On sending a diver down to examine it, proved to be a quantity of rubbish. The examination being completed, I could accomplish nothing further, unless it is the intention to raise the wreck or propeller, in which case it will be necessary to have more machinery.

Very respectfully, your obedient servant,

W. L. CHURCHILL,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Notes from papers of First Assistant Engineer Tomb, C. S. Navy, regarding the submarine torpedo boat.

CHARLESTON, S. C., *January, 1864*[5].

There was a submarine torpedo boat, not under the orders of the Navy, and I was ordered to tow her down the harbor three or four

times by Flag-Officer Tucker, who also gave me orders to report as to her efficiency as well as safety. In my report to him I stated, "The only way to use a torpedo was on the same plan as the 'David'—that is, a spar torpedo—and to strike with his boat on the surface, the torpedo being lowered to 8 feet. Should she attempt to use a torpedo as Lieutenant Dixon intended, by submerging the boat and striking from below, the level of the torpedo would be above his own boat, and as she had little buoyancy and no power, the chances were the suction caused by the water passing into the sinking ship would prevent her rising to the surface, besides the possibility of his own boat being disabled." Lieutenant Dixon was a very brave and cool-headed man, and had every confidence in his boat, but had great trouble when under the water from lack of air and light. At the time she made the attempt to dive under the receiving ship in Charleston Harbor, Lieutenant Dixon, James A. Eason, and myself stood on the wharf as she passed out and saw her dive, but she did not rise again, and after a week's effort she was brought to the surface and the crew of 7 men were found in a bunch near the manhole. Lieutenant Dixon said they had failed to close the after valve.

The last night the "David" towed him down the harbor his torpedo got foul of us and came near blowing up both boats before we got it clear of the bottom, where it had drifted. I let him go after passing Fort Sumter, and on my making report of this, Flag-Officer Tucker refused to have the "David" tow him again. The power for driving this boat came from 7 or 8 men turning cranks attached to the propeller shaft, and when working at their best would make about 3 knots. She was very slow in turning, but would sink at a moment's notice and at times without it. The understanding was that from the time of her construction at Mobile up to the time when she struck *Housatonic* not less than 33 men had lost their lives in her. She was a veritable coffin to this brave officer and his men.

J. H. TOMB.

Report of Lieutenant-Colonel Dantzler, C. S. Army.

HEADQUARTERS BATTERY MARSHALL,
Sullivan's Island, February 19, 1864.

LIEUTENANT: I have the honor to report that the torpedo boat stationed at this post went out on the night of the 17th instant (Wednesday) and has not yet returned. The signals agreed upon to be given in case the boat wished a light to be exposed at this post as a guide for its return were observed and answered. An earlier report would have been made of this matter, but the officer of the day for yesterday was under the impression that the boat had returned, and so informed me. As soon as I became apprised of the fact I sent a telegram to Captain Nance, assistant adjutant-general, notifying him of it.

Very respectfully,

O. M. DANTZLER,
Lieutenant-Colonel.

Lieutenant JOHN A. WILSON,
Acting Assistant Adjutant-General.

[Endorsement.]

FEBRUARY 20, 1864.

As soon as its fate shall have been ascertained, pay a proper tribute to the gallantry and patriotism of its crew and officers.

G. T. BEAUREGARD,
General, Commanding.

[Telegram.]

CHARLESTON, S. C., *February 21, 1864.*

GENERAL: A gunboat sunken off Battery Marshall. Supposed to have been done by Mobile torpedo boat, under Lieutenant George E. Dixon, Company E, Twenty-first Alabama Volunteers, which went out for that purpose, and which I regret to say has not been heard of since.

G. T. BEAUREGARD.

[Telegram.]

CHARLESTON, S. C., *February 27, 1864.*

Prisoners report that it was the U. S. ship of war *Housatonic*, 12 guns, which was sunk on night 17th instant by the submarine torpedo boat, Lieutenant Dixon, of Alabama, commanding. There is little hope of safety of that brave man and his associates, however, as they were not captured.

G. T. BEAUREGARD,
General, Commanding.

General S. COOPER,
Adjutant and Inspector-General, C. S. Army, Richmond, Va.

[Extract from Charleston Daily Courier, February 29, 1864.]

On Friday night about half past 9 o'clock one of our naval picket boats, under command of Boatswain J. M. Smith, captured a Yankee picket boat off Fort Sumter containing 1 commissioned officer and 5 men. A large barge, which was in company with the captured boat, managed to escape. The officer taken prisoner is Midshipman William H. Kitching, acting master's mate of the United States blockading steamer *Nipsic*. The rest of the prisoners are landsmen.

By the prisoners we learn that the blockader sunk by our torpedo boat on the night of the 16th instant was the United States steam sloop of war *Housatonic*, carrying 12 guns and a crew of 300 men. They state that the torpedo boat, cigar shape, was first seen approaching by the watch on board the *Housatonic*. The alarm was given, and immediately all hands beat to quarters. A rapid musketry fire was opened upon the boat, but without effect. Being unable to depress their guns, the order was given to slip the cable. In doing this, the *Housatonic* backed some distance and came in collision with the cigar boat. The torpedo exploded almost immediately, carrying away the whole stern of the vessel. The steamer sunk in three minutes' time, the officers and crew barely escaping to the rigging. Everything else on

board—guns, stores, ammunition, etc., together with the small boats—went down with her. The explosion made no noise and the affair was not known among the fleet until daybreak, when the crew was discovered and released from their uneasy positions. They had remained there all night. Two officers and three men are reported missing and supposed to be drowned. The loss of the *Housatonic* caused great consternation in the fleet. All the wooden vessels are ordered to keep up steam and go out to sea every night, not being allowed to anchor inside. The picket boats have been doubled and the force in each boat increased.

This glorious success of our little torpedo boat, under the command of Lieutenant Dixon, of Mobile, has raised the hopes of our people, and the most sanguine expectations are now entertained of our being able to raise the siege in a way little dreamed of by the enemy. The capture of the picket boat reflects great credit on the gallant boatswain in charge of our barge, as well as on the unceasing vigilance and energy of Lieutenant J. H. Rochelle, commanding the naval picket detachment on board the *Indian Chief*. He has watched the operations of these picket intruders for some time past, and planned the movements for taking some of them in out of the wet.

Letter from General Beauregard, C. S. Army, to Mr. Leary, announcing the probable loss of the torpedo boat H. L. Hunley and her commanding officer.

HEADQUARTERS, ETC., *March 10, 1864.*

SIR: I am directed by the commanding general to inform you that it was the torpedo boat *H. L. Hunley* that destroyed the Federal man-of-war *Housatonic*, and that Lieutenant Dixon commanded the expedition, but I regret to say that nothing since has been heard either of Lieutenant Dixon or the torpedo boat. It is therefore feared that that gallant officer and his brave companions have perished.

Respectfully, your obedient servant,

H. W. FEILDEN,
Captain and Assistant Adjutant-General.

H. J. LEARY, Esq.,
Marietta, Ga.

Letter from Captain Gray, C. S. Army, to Major-General Maury, C. S. Army, regarding the loss of the H. L. Hunley and her crew.

OFFICE SUBMARINE DEFENSES,
Charleston, S. C., April 29, 1864.

GENERAL: In answer to a communication of yours, received through headquarters, relative to Lieutenant Dixon and crew, I beg leave to state that I was not informed as to the service in which Lieutenant Dixon was engaged or under what orders he was acting. I am informed that he requested Commodore Tucker to furnish him some men, which he did. Their names are as follows, viz: Arnold Becker, C. Simkins, James A. Wicks, F. Collins, and ——— Ridgeway, all of the Navy, and Corporal C. F. Carlsen, of Captain Wagener's company of artillery.

The United States sloop of war was attacked and destroyed on the night of the 17th of February. Since that time no information has

been received of either the boat or crew. I am of the opinion that, the torpedoes being placed at the bow of the boat, she went into the hole made in the *Housatonic* by explosion of torpedoes and did not have sufficient power to back out, consequently sunk with her.

I have the honor to be, general, very respectfully, your obedient servant,

M. M. GRAY,
Captain in Charge of Torpedoes.

Major-General DABNEY H. MAURY,
Mobile, Ala.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Rowan, U. S. Navy, regarding measures of precaution against injuries from torpedoes in Charleston Harbor.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 19, 1864.

SIR: The *Paul Jones* is just in, with the unpleasant news of the disaster to the *Housatonic*.

I shall leave here for Charleston as soon as one of the steamers can be made ready. The *Nipsic* and *Paul Jones* both need coal and some slight but necessary repairs.

The success of this attempt will no doubt cause a resort to the torpedoes along the whole line of blockade, and it behooves the commanding officer to resort to every precaution to avert a series of disasters.

As the torpedo boat passed by the ironclads within the bar, I think the inference is fair that the means used to protect them have been tried by the "Davids," perhaps, unknown to us, and found sufficient.

All vessels at anchor, inside or outside, are therefore to use outriggers and hawsers with netting, or, if outside, are to keep underway.

You will take any further measures that you may deem necessary to keep off these torpedoes.

You will at once clear the inner harbor of all vessels not required for the blockading vessels. Some can leave for this place or Stono, and those which remain inside must anchor in the least water, with outriggers, etc.

The *Wabash* may leave for this port, as she is not capable of much movement, and is too valuable a mark for the torpedoes.

Respectfully, your obedient servant,

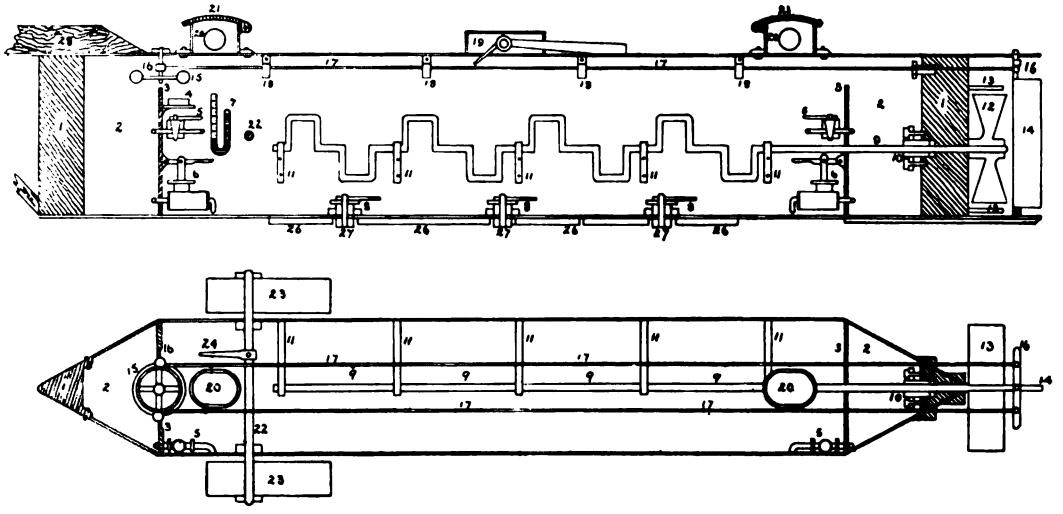
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

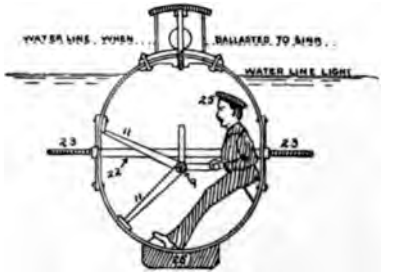
Captain S. C. ROWAN,
Comdg. U. S. S. Ironsides, Senior Officer off Charleston.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Childs, U. S. Navy, commanding U. S. S. Acacia, to proceed to duty on the Charleston blockade.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 20, 1864.

SIR: Upon being relieved by the U. S. S. *Water Witch*, you will proceed with the *Acacia* under your command to Port Royal, and there take in coal and supplies, using all possible dispatch.





From sketches by W. A. Alexander.

CONFEDERATE STATES SUBMARINE TORPEDO BOAT H. L. HUNLEY. LONGITUDINAL ELEVATION, PLAN, AND TRANSVERSE SECTIONAL VIEWS.

1. The bow and stern castings; 2, water-ballast tanks; 3, tank bulkheads; 4, compass; 5, sea cocks; 6, pumps; 7, mercury gauge; 8, keel-ballast stuffing boxes; 9, propeller shaft and cranks; 10, stern bearing and gland; 11, shaft braces; 12, propeller; 13, wrought ring around propeller; 14, rudder; 15, steering wheel; 16, steering lever; 17, steering rods; 18, rod braces; 19, air box; 20, hatchways; 21, hatch covers; 22, shaft of side fins; 23, side fins; 24, shaft lever; 25, one of the crew turning propeller shaft; 26, cast-iron keel ballast; 27, bolts; 28, butt end of torpedo boom.

You will then proceed to Charleston, S. C., and report to the commanding officer there for blockade duty.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Master J. D. CHILDS,
Commanding U. S. S. Acacia.

Order of Commander Reynolds, U. S. Navy, to Acting Ensign Frost, U. S. Navy, to assume temporary command of the U. S. S. Oleander.

NAVAL DEPOT, PORT ROYAL, S. C.,
February 22, 1864.

SIR: Upon the departure of Acting Master John S. Dennis, you will assume temporarily the command of the *Oleander* until the receipt of further orders.

Respectfully,

WILLIAM REYNOLDS,
Commander.

Acting Ensign JOS. FROST,
Oleander.

Order of Commander Reynolds, U. S. Navy, to Acting Master Potter, U. S. Navy, commanding U. S. Schooner Rachel Seaman, to proceed to New York.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., February 23, 1864.

SIR: Having discharged your freight and taken in ballast and completed the transfer of such of your crew as was authorized by Rear-Admiral Dahlgren, receiving in their place men whose times have expired, you will proceed to sea and make the best of your way to New York, and report on arrival to Rear-Admiral H. Paulding, commandant Brooklyn navy yard.

Respectfully, your obedient servant,

WILLIAM REYNOLDS,
Commander, Commanding Naval Depot, Port Royal, S. C.

Acting Master CHARLES POTTER,
Commanding U. S. Schooner Rachel Seaman.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the arrival of the U. S. S. Winona in a disabled condition.

No. 71.] FLAG-STEAMER PHILADELPHIA,
Charleston Roads, February 23, 1864.

SIR: The *Winona* arrived this morning from Hampton Roads, and I was congratulating myself on the use of another steamer, when the commander handed me a report from his engineer, stating various defects of bearings, crossheads, etc., and asking for twenty-one days

to repair at Port Royal; some of this is attributed to a gale off Hatteras.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Collins, U. S. Navy, regarding expedition for the destruction of machinery from stranded blockade runner.

U. S. SCHOONER GEORGE MANGHAM,
Off Murrell's Inlet, February 25, 1864.

SIR: I have the honor to report to you that I received information from Captain Parker that the rebels were taking the machinery out of the blockade-running steamer on the beach near my station to put into a steamer that they are building at Georgetown, S. C. He gave me orders to destroy all that I could of it. I proceeded toward the steamer. On approaching I saw a number of men at work on her. I opened fire on them, which made them run for the woods for shelter. I fired three shells at them and called away the first cutter, manned with 14 men, well armed. It being high water at the time, I found it smooth inside the steamer's stern and it gave us a safe landing. I went on board the steamer and found that they had some of the machinery out of her, and a number of pieces were lying on the steamer ready to go on shore. They left all their tools on the beach, consisting of mauls, axes, augers, saws, crowbars, wrenches, and a cutter fall and blocks for hoisting it out with. I commenced with my men to destroy all the machinery I could find, and a large cargo winch, which they had to hoist with. The steamer was full of water at the time, and I could not get at what was left in her, and at low water it was too rough to land. I took all the tools with me on board and made sail for my station. I had not sailed far when the rebels came back to the steamer, took a hasty survey, and then left in haste. I think they will have to wait some time for machinery for their steamer, as I think it will puzzle them to put it together again. I shall give them another call as soon as it is smooth enough to land on the beach. I think the tools belonged to the steamer, and it will be some time before they can get more to work with.

I am, sir, very respectfully, your obedient servant,

JOHN COLLINS, Jr.,
Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Instructions of Rear-Admiral Dahlgren, U. S. Navy, to Captain Rowan, U. S. Navy, in preparation for departure of the former for Port Royal, S. C.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, February 25, 1864.

SIR: I am about to leave for Port Royal. You will therefore be in command of the naval forces at this anchorage, inside and outside the bar.

The outer blockade is, of course, under the direction of Captain Green, but he also will be under your direction as senior officer.

As you have been present and have personal cognizance of the duties to be performed within the bar, I need hardly go into more detail than is indicated by my orders of December 3, January 7 and 12.

The disaster to the *Housatonic* will, no doubt, be sufficient to avert anything of the kind from other vessels of the outer blockade; after dark it will no doubt be best to keep underway when the sea is smooth, and not run too close in.

Inside, the security of the monitors is the first consideration; the vigilance practiced and the measures indicated by previous orders will, I hope, render them safe. Patrols of tugs and boats, scout boats, etc.

I refer you to my letter of the 5th for whatever may be omitted here.

Outside, Captain Green must watch the Rattlesnake closely.

You will keep me advised of the state of affairs.

You will make whatever disposition your judgment indicates to be best for the forces here.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain S. C. ROWAN,
Commanding U. S. S. New Ironsides.

Report of Captain Rowan, U. S. Navy, regarding chase of blockade runner.

U. S. S. NEW IRONSIDES,
Off Morris Island, February 25, 1864.

SIR: Captain Green informs me that the *Mary Sanford* chased off a blockade runner last night.

Very respectfully,

S. C. ROWAN,
Captain and Senior Officer, etc.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Capture of a boat and crew belonging to the U. S. S. Nipsic, February 26, 1864.

Report of Captain Rowan, U. S. Navy, transmitting additional reports.

No. 78.] FLAGSHIP NEW IRONSIDES,
Off Morris Island, February 29, 1864.

SIR: I regret to inform the Department of the capture of the *Nipsic's* boat by the rebels on the night of the 26th instant. The crew list and officer in charge are detailed in the report of Lieutenant-Commander R. F. R. Lewis, herewith enclosed.

The officer in charge of the boat allowed himself to be drifted far beyond the position assigned him, through ignorance or recklessness, and was not equal to the emergency when it arose.

The circumstances of the capture are detailed in the enclosed reports of Lieutenant-Commander J. L. Davis and Lieutenant G. C. Wiltse.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commanding South Atlantic Blockading Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Lewis, U. S. Navy, commanding U. S. S. Nipsic.

U. S. S. NIPSIC,
Outside Blockade, off Charleston, S. C., February 27, 1864.

SIR: I am sorry to have to report the capture by the rebels of one of the boats of this vessel last night, together with her officer and crew, whilst doing picket duty in the inner harbor.

It appears from the statement given me this morning by the tug that the officer in charge of the boat either must not have understood or exceeded his orders with respect to the limits prescribed for rowing guards and got too far up in the harbor, was hailed, brought to, and captured.

Officer in charge of the boat, Acting Master's Mate William H. Kitching, jr. Crew, George P. Johnson, Lyman Holbrook, Martin L. Atkinson, Uriah B. Marshall, William O'Brien, landsmen.

The crew were each armed with carbine, cutlass, and revolver, with several rounds of ammunition.

The boat contained, as her equipment, a night glass, compass, lantern, and tarpaulin.

Very respectfully, your obedient servant,

ROBT. F. R. LEWIS,
Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Order of Captain Rowan, U. S. Navy, to Commander Bryson, U. S. Navy, commanding U. S. S. Lehigh, to furnish report.

U. S. S. NEW IRONSIDES,
Off Morris Island, February 27, 1864.

SIR: Please report the circumstances connected with the capture of the *Nipsic's* boat last night.

Very respectfully,

S. C. ROWAN,
Captain and Senior Officer, etc.

Commander A. BRYSON,
Commanding U. S. S. Lehigh.

Report of Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. Montauk.

U. S. IRONCLAD MONTAUK,
Off Morris Island, February 27, 1864.

SIR: I have the honor to acknowledge the receipt of your order of this date to Commander Bryson, of the *Lehigh*, which was referred to me.

At twilight last evening, being at anchor abreast Wagner Buoy, the picket boats received their orders from me governing them for the night.

The boats from the *Nipsic* and *Flag* were to patrol across the channel in advance of this vessel, not more than two or three ship's lengths above, and to keep within sight; the flood tide was running, water smooth, atmosphere hazy.

About 9 o'clock I saw and heard the flashes and reports of six or eight muskets in the direction of Sumter, and apparently they came from there. No signal was made. My impression was that the *Supply's* boat, which was out reconnoitering, had been seen from the fort and fired at. On her return soon after, Lieutenant Wiltse reported what came under his observation, which is embodied in a communication herewith enclosed.

Very respectfully, your obedient servant,

JOHN L. DAVIS,
Lieutenant-Commander.

Captain S. C. ROWAN, U. S. Navy,
Commanding Frigate New Ironsides.

Report of Lieutenant Wiltse, U. S. Navy, of the U. S. S. Montauk.

U. S. IRONCLAD MONTAUK,
Off Morris Island, February 27, 1864.

SIR: I respectfully submit the following report in regard to the capture of Acting Master's Mate William H. Kitching and boat's crew of 5 men belonging to the *Nipsic:*

Last evening I received permission from you to take a boat belonging to the *Supply* and reconnoiter in the direction of Sumter and Moultrie.

I left the ship and pulled directly for Sumter. Shortly after, when within about 300 yards of the fort, I discovered a large boat of about fourteen oars filled with men and lying close to the wall nearest Moultrie.

After perceiving her, I pulled in the direction of Moultrie, she pulling in the same direction. Thinking she was trying to cut me off, and having only one officer and a boat's crew of 5 men, I pulled in the opposite direction toward Morris Island, and then lost sight of her.

About half an hour afterwards I saw a large boat coming toward me from the direction of Moultrie, apparently the same one that I had seen before. I heard him hail a boat, which I could not see. The answer was "*Patapsco*, this is the *Nipsic's* boat." It was immediately followed by a volley of musketry from the large boat and an order to come alongside. A cry arose from the other boat, as though some person was injured, and the reply to the order to come alongside was, "I am coming."

The rebel boat being so much larger than mine, and in such close proximity to Sumter, I deemed it unadvisable to attack her.

I immediately returned to the ship and reported the circumstances.

Very respectfully, your obedient servant,

G. C. WILTSE,
Lieutenant, U. S. Navy.

Lieutenant-Commander J. L. DAVIS,
Commanding U. S. Ironclad Montauk.

Report of Acting Master's Mate Kitching, U. S. Navy, of the U. S. S. Nipsic.

NEWBURYPORT, *November 3, 1864.*

SIR: I have the honor to report to you the capture of the U. S. S. *Nipsic's* first cutter, with 5 men in my charge, while on picket duty in Charleston Harbor, on the night of February 26, 1864. I left the *Nipsic* between the hours of 5 and 6 p. m., and was towed up to the advanced monitor by a tugboat, and at 7 p. m. shoved off from the monitor, with instructions to proceed up the channel in the direction of Forts Sumter and Moultrie. The night was thick and hazy and the tide was on the flood, running strong. I pulled leisurely up until I had got abreast of Fort Sumter, when I changed the direction of the boat and pulled toward the fleet. I had got about 150 yards from Fort Sumter when I caught sight of a dark object directly ahead, and almost immediately after was hailed, "Boat ahoy!" Under the supposition that the hail proceeded from one of our picket boats, I gave them in answer, "*Nipsic's* first cutter," as I did not wish the enemy to know the countersign. They hailed me again; I then gave the countersign "*Patapsco.*" They hailed the third time, and beginning to have suspicions that all was not right, I gave in return, "*Catskill.*" My object in doing this was that the rebels should not know the true countersign. I had scarcely returned the hail when I received a volley of musket balls, which passed over our heads, doing us no damage. I immediately ordered my men to take to their oars and pull strong, in the hope of escaping, for I could see that the enemy's boat was superior to my own. I soon saw it was useless, so ordered my men to trail oars and give them a volley in return. I kept it up, but as no assistance arrived, I was forced to surrender, which I did, after throwing the arms overboard. None of my men was wounded; myself but slightly. As near as I could find out, there were 19 men in the enemy's boat. We were taken on board their flagship, the *Charleston*, where we spent the night; the next morning were sent up to the city and placed under confinement. On the 17th of May I was sent to Macon, Ga., and my men to Andersonville. That is the last I saw of them. I have since learned they are dead. The following are their names:

George P. Johnson, Martin L. Atkinson, Uriah B. Marshall, William O'Brien, Lyman Holbrook, all landsmen.

I certify this to be a true statement of my capture.

Very respectfully, your obedient servant,

WILLIAM H. KITCHING, Jr.,
Acting Master's Mate, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

FORT SUMTER, *February 26, 1864.*

Our picket boat, commanded by Boatswain Smith, captured Yankee picket boat containing 1 officer and 5 men.

S. ELLIOTT, Jr.

Colonel RHETT.

Report of Captain Rowan, U. S. Navy, of his assumption of the temporary command of the South Atlantic Squadron.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, February 27, 1864.

SIR: In obedience to an order of Rear-Admiral Dahlgren (a copy of which is herewith enclosed), I have assumed the command of the South Atlantic Blockading Squadron ad interim.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Comdg. South Atlantic Blockading Squadron ad interim.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

FLAG-STEAMER HARVEST MOON,
Charleston Roads, February 27, 1864.

SIR: The Navy Department has requested to see me for a few days, and I shall leave for the North in the *Harvest Moon*. During my absence, or until further orders from the Department, you will take command of the South Atlantic Blockading Squadron and hoist the broad pennant. You have had so much experience in the duties at Charleston that it is needless for me to go into detail respecting them. My own views and practice are exhibited in various printed and written orders, and you will use them or modify them as your judgment may indicate.

The ports where the other vessels are stationed are shown in the several printed lists issued semimonthly. The last, February 15, is enclosed herewith.

In order to assist you I leave the acting fleet captain (Lieutenant-Commander R. L. Phythian) and other members of my staff.

The general duties are:

I. Strict blockade of the rebel ports, not even permitting foreign vessels of war to communicate.

II. Cooperation with the army.

III. Active operations against the enemy when the opportunity offers to do so with success and advantage.

I am, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Commanding

Commodore S. C. ROWAN,
Commanding U. S. S. New Ironsides.

Report of Commander Stevens, U. S. Navy, giving information received from deserters regarding affairs in and about Savannah.

U. S. IRONCLAD PATAPSCO,
Wassaw Sound, February 27, 1864.

SIR: Since my last, four deserters from Turner's Rocks have arrived on board this vessel. I have sent them to the *Vermont*. They belong to the Sixty-third Georgia Regiment. I enclose a partial history of these men.

From them I learn that there are between 6,000 and 7,000 troops in Savannah, who are subsisting upon one-quarter rations, and have had no fresh meat for four months. They are erecting no new batteries on Wilmington River, excepting a breastwork at Turner's Rocks for sharpshooters, and two pieces of field artillery. Since our reconnoissance the river between this last-named place and the Sisters has been filled with torpedoes, and is heavily obstructed midway between Turner's Rocks and Thunderbolt.

In the recent engagement with our forces on Whitemarsh Island, one company belonging to the Fifty-seventh Georgia Regiment, who were at Vicksburg, refused to fight because they had not been exchanged. The rebel force engaged upon this occasion amounted to 200 men, with two pieces of light artillery.

The ram *Savannah*, with the floating battery and two other small steamers, are anchored half a mile below Fort Jackson, in the Savannah River.

Five hundred wounded rebel soldiers arrived recently in Savannah from Florida. No vessels are now allowed to leave Savannah, and none have arrived there for several months past.

The battery at Thunderbolt consists of 1 8-inch columbiad, 4 42-pounders, and 8 32-pounders. A rifle gun which they also had burst about three months since.

I have the honor to be, your obedient servant,

T. H. STEVENS,
Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Distribution of vessels of the South Atlantic Blockading Squadron, March 1, 1864.

Vessel.	Station.	Remarks.
Mangham	Murrell's Inlet	
Paul Jones	Georgetown	
Hope	Bull's Bay	
Wabash	Charleston	Outside the bar.
Canandaigua	do	Do.
Housatonic	do	Do.
Flag	do	Do.
Nipsic	do	Do.
Sanford	do	Do.
Acacia	do	Do.
Blunt	do	Do.
New Ironsides	do	Inside the bar.
Weehawken	do	Do.
Montauk	do	Do.
Lehigh	do	Do.
Nahant	do	Do.

Distribution of vessels of the South Atlantic Blockading Squadron, March 1, 1864—Cont'd.

Vessel.	Station.	Remarks.
Catskill	Charleston	Inside the bar.
Adams	do	Do.
Supply	do	Do.
Home	do	Do.
Iris	do	Do.
Geranium	do	Do.
Jonquil	do	Do.
Daffodil	do	Do.
Camelia	do	Do.
Clover	do	Do.
McDonough	Light-house Inlet	
Sonoma	Stono	
Cimarron	do	
Racer	do	
Memphis	North Edisto	
Kingfisher	St. Helena	
Wild Cat	do	
Chippewa	Port Royal	
Vermont	do	
Houghton	do	
Ironsides	do	
Valparaiso	do	
Dandelion	do	
Allen	do	
Larkspur	Port Royal	
Carnation	do	
Rescue	do	
South Carolina	Tybee Island	
Ward	do	
Patapsco	Wassaw Sound	
Wissahickon	do	
Water Witch	Ossabaw	
Fernandina	St. Catherine's	
Lodona	Sapelo	
Huron	Doboy	
Midnight	do	
Smith	Altamaha	
Paul Jones, jr	do	
	Hampton River, Georgia	
Stettin	St. Simon's	
Braziliera	St. Andrew's	
Para	Fernandina	
Perry	do	
	Nassau Sound, Florida	
Mahaska	St. John's	
Ottawa	do	
Norwich	do	
Pawnee	do	
Dai Ching	do	
Columbine	do	
Norfolk Packet	Mosquito [Inlet]	
Nantucket	Port Royal	Repairing
Passaic	do	Do.
Sangamon	do	Do.
Philadelphia	do	Do.
Hale	do	Do.
Pettit	do	Do.
Unadilla	do	Do.
Winona	do	Do.
Williams	do	Do.
Seneca	do	Do.
Potomska		Laid up to go North for repairs.
Mohawk		Do.
Conemaugh		North for repairs.
Wamsutta		Do.
Madgie		Do.
Marblehead		Do.
Flambeau		Do.
Oleander		Southern stations with stores.
Harvest Moon		North on special service.

S. C. ROWAN,
Comdg. South Atlantic Blockading Squadron ad interim.

Report of Commodore Rowan, U. S. Navy, regarding the chase of a blockade runner off Rattlesnake Shoal.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, South Carolina, March 1, 1864.

SIR: I have the honor to inform the Department that the U. S. S. *Mary Sanford*, stationed off Rattlesnake Shoal, chased off a blockade runner on the night of the 24th ultimo, but did not succeed in catching her.

I am, very respectfully, your obedient servant,

S. C. ROWAN,
Comdg. South Atlantic Blockading Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Instructions for the commander of the picket tug Daffodil.

The *Daffodil* will picket outside the bar, between Drunken Dick and Breach Inlet, and in a line S. S. E. of Drunken Dick, which will be a mile and a half from Breach Inlet battery.

The object in picketing in this place is manifold:

1st. To prevent blockade runners getting in or out of the harbor.

2d. To give warning by signals that a blockade runner is going in or out.

3d. To keep a good lookout for torpedo "Davids," etc., and if seen to run them down at all hazards.

4th. To be vigilant and guard against small steamers or armed boats coming out of Breach Inlet and capturing the tug.

5th. To guard against surprise, you must never anchor when you can avoid it.

6th. If attacked by a steamer, make a running fight until you reach support.

7th. Mr. Haffards, the chief pilot of the squadron, will be responsible for the safety of your vessel from grounding; but as captain of the vessel you must necessarily share fully in this responsibility.

8th. When you consider it too rough to go outside the bar, you will report the fact to the fleet captain.

9th. If it becomes too rough while you are outside, you can run down and anchor off Long Island or come inside, as your judgment may decide.

10th. You must get on your cruising ground after dark and leave it before daylight.

S. C. ROWAN,
Commanding South Atlantic Blockading Squadron.

Report of Captain Green, U. S. Navy, giving the stations of the blockading force off Charleston, S. C.

U. S. S. CANANDAIGUA,
Off Charleston, S. C., March 3, 1864.

SIR: I respectfully enclose herewith a copy of the existing instructions and signals of the outside blockading force off this port, and

submit the following statement of the stations of each of the vessels now employed during the night:

Schooner *G. W. Blunt*, stationed at anchor as a picket 2½ miles northeast of eastern Rattlesnake Buoy.

Steamer *Nipsic*, stationed 1 mile to the southward and eastward of the *Blunt*, underway, to steam within a limit of 2 miles in the direction of the trending of the coast abreast of the *Blunt*.

Steamer *Mary Sanford*, stationed off the eastern entrance of Rattlesnake Channel, underway.

Steamer *Flag*, underway, stationed to steam within a limit of 2 or 3 miles southwest from eastern Rattlesnake Buoy.

Steamer *Acacia*, underway, to steam within a limit of 2 or 3 miles southwest of the southwesterly terminus of the *Flag's* cruising ground.

Steamer *Canandaigua*, underway, to steam within a limit of 2 or 3 miles southwest from the southwesterly terminus of the *Acacia's* cruising ground.

Steamer *Wabash*, to cruise at option outside of the blockading vessels or anchor 4 or 5 miles from the light vessel, between the points south by west and southeast.

I would state that I have not given any additional written instructions for the government of the blockading vessels since they commenced to blockade underway, being desirous of obtaining a little experience before doing so.

A light vessel off eastern Rattlesnake Buoy and the employment of vessels numerous enough to station them within 1½ miles of each other, and to cruise at right angles with the trending of the coast, now appears to me desirable to render the blockade the most effective.

During the day the vessels anchor inshore in a position opposite to their cruising grounds.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer Present.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockdg. Squadron, off Morris Island.

Capture of British schooner Sophia, March 3, 1864, and her subsequent loss at sea.

Report of Acting Master Dean, U. S. Navy, commanding U. S. schooner Dan Smith.

U. S. SCHOONER DAN SMITH,
Altamaha Sound, Georgia, March 5, 1864.

SIR: I have the honor to report that on the morning of the 3d instant (it blowing fresh from N. E.), at 5:30 a. m., discovered a schooner ashore on the N. E. part of Egg Island, [Altamaha Sound]. I immediately sent the first cutter, with an armed crew of 10 men, in charge of Acting Ensign and Executive Officer Paul Armandt, to take charge of her and to send the officers and crew on board this vessel. At 7 a. m. the first cutter returned and reported that the vessel was the British schooner *Sophia*, of Nassau, [New Providence], with an assorted cargo, and that she was high and dry on the marsh and abandoned, although apparently in good condition. The name of the vessel had been newly painted, the stern painted white and the sides

and rail with a light lead color. But they saw the track where they had hauled a boat through the marsh, there being no boat found aboard. Thinking the crew might be secreted on Egg Island, I immediately sent the first cutter with an armed crew to reconnoiter. At 9 a. m. they returned and reported they saw no further signs of officers or crew. There were no papers, log book, charts, nautical instruments to be found on board. Two compasses, one in the binnacle and one in the cabin, and one English ensign were all that was remaining on board, as they had taken all their effects with them. At 10 a. m. I went on board myself to ascertain if she could be got off, and found that she might be floated off at high tide. I immediately returned and sent Acting Master's Mate James O'Donnell with a boat's crew, with hawsers and tackles, and to run out anchors; but at 4 p. m. the wind had increased to a gale, and the schooner's anchors being light they would not hold. At 6 p. m. the boat returned. I then sent two anchors and had them placed ahead and backed the anchors, and at 3:30 a. m. on the 4th instant succeeded in getting her off safe and brought her into this sound and anchored her near my vessel.

I have ordered Acting Ensign Paul Armandt to take charge of the vessel, with a prize crew of 4 men, and to proceed to Charleston Roads, and on his arrival to report to Rear-Admiral Dahlgren for further orders. The U. S. gunboat *Huron* and U. S. bark *Midnight*, at Doboy Sound, are entitled to share in said vessel (they being within signal distance).

Hoping this may meet your approval, sir, I remain, very respectfully, your obedient servant,

BENJ. C. DEAN,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Ensign Armandt, U. S. Navy, of the loss of the prize at sea and rescue of the prize crew by the Italian bark Aurora.

BALTIMORE, *May 16, 1864.*

SIR: In compliance with orders, which I herewith enclose, I sailed with the British schooner *Sophia* from Charleston, S. C., on the 26th day of March, A. D. 1864. Nothing of importance occurred until the 31st instant, when, at 6 p. m., it commenced to blow heavily from the S. E., with very dark and rainy weather, being then about 60 miles to the southward and westward of Cape Hatteras, and running under double-reefed foresail, 7 miles an hour. April 1, 4 a. m., made around Cape Hatteras and hauled up for Cape Henry, steering N. N. W., and at 11:30 a. m. the wind died out to a calm, with two very heavy cross seas running from the S. E. and N. W., with a heavy mist.

Judging by the appearance of the weather and atmosphere, the vessel was in the focus of the storm and about 70 miles to the southward and eastward of Cape Henry.

At 12:30 p. m. the wind hauled around to the northwest, blowing with great violence; hove the vessel to, under double-reefed foresail (it being the smallest sail); at 8 p. m. the gale increased, blowing in very heavy squalls; at 9:30 p. m. the foresail gave way at the afterleach rope and I immediately set the double-reefed mainsail, which we had all ready.

When the mainsail was set, there was nothing left but the leech rope of the foresail, which we secured, the jib being well secured on the bowsprit, the vessel behaving very well and not pitching a great deal more under the double-reefed mainsail than she did under the foresail, and not taking in much water.

April 3.—The gale moderated; unbent the remainder of the foresail, took down the boom and gaff, and secured the jib as much as possible; still a very heavy sea running.

April 5.—The wind and sea being moderate, stood to the westward under jib and mainsail; wind from N. E.; at 8 p. m. same day had to heave to again, the wind having increased to a gale.

April 6.—The gale increased, the sea running very high; at 5 p. m. was boarded by a heavy sea on our weather bow, which stove our boat all to pieces (it having been secured fore and aft between the fore and main masts, with the bow on the main hatch) and filled the cabin. I immediately tried the pumps and found the vessel did not make much more water than usual, but that night I was very much afraid for the little vessel's safety on account of the very heavy breaking sea and the gale at times blowing terribly, but having put on a double preventer mainsheet and reef plait, we could do no more but trust to God and good luck.

April 7.—In the afternoon (the wind having moderated and the sea going down) unbent the jib, which was washed nearly to pieces on the bowsprit, it having been continually under water.

April 8 and 9.—Wind moderate from N. E.; could not sail on account of having nothing but the mainsail fit to use, the lower part of the jib being all in rags; had to reduce it to mend the upper part with; having no canvas on board, I took the remainder of the foresail, the men's hammocks and clothes bags, and made a kind of trysail.

April 18.—7 a. m., it having blown fresh from the S. W. all night and changed to calm, vessel rolling and pitching very heavily, the jib or forestay fastening gave way, also the bobstay and the starboard bowsprit guy. Set to work immediately, put up a preventer mainstay; had to set the forestay up through the port hawse pipe to secure both masts.

April 21.—Having our jib repaired, for which I rigged a temporary mainstay, being the only way to make it set and to be of any service, I set the trysail as a jib on the forestay; both sails being very small, I could only carry a double-reefed mainsail to make the vessel steer. On the wind she would do nothing whatever but go broadside, making four or five points leeway. I ran with a good breeze from the N. N. E., steering W. N. W., which was the wind abeam, 2½ miles an hour, 60 miles, when I found by observation that the vessel had made 20 miles to the southward, or going W. S. W. instead of W. N. W.

April 22.—Found provisions getting short, and our chances of getting westward very small on account of our sails and the wind continuing from the westward, I put the crew and myself on half allowance, hoping to fall in with some vessel that might assist us.

April 23.—At 11:45 a. m. discovered by the working of the tiller, that something about the rudder was giving out, and it being calm, I lightened the vessel by the stern and found the top pintle of the rudder going. I then took the small anchor chain, let the bight go around the rudderhead just above the body of the rudder, let both ends go under

the counter of the vessel, and then hauled taut as possible amidship to keep the rudder as close as possible to the sternpost, so that the lower pintle would not have all the strain.

April 26.—Oil getting very short; took our last pork to make it into oil; 8 a. m., saw a bark and a brig going west; was within 2 miles to windward; set the colors, union down, but neither vessel took notice of us.

April 27.—Our bread and water getting very short, being in latitude 36° 57′ N., as well as I could judge, about 200 miles from land (having no chronometer and no chart), farther north than Cape Hatteras, and a very poor prospect to get west, the wind still keeping from the westward; we then having but 172 biscuits and about 7 gallons of water, I reduced our rations to three biscuits and 1 pint of water per day.

May 5.—At daylight discovered a vessel astern, heading west (the same as we were), and when she got within a mile of us I set the colors in distress again, also a large bed sheet to attract attention, but the vessel, which proved to be a bark, hauled close on the wind and was soon out of sight. She must have seen us, for I could distinguish the men on her deck. Two weeks, to this day, I had kept the vessel as near as possible in the latitude of Cape Henry and a little to the southward, hoping that the wind would come from the eastward, but finding that it still continued from the S. S. W., I kept away N. W. in latitude 36° 35′ N., in hopes of making land between Cape May and New York, where I might fall in with a steamer.

May 6.—By the temperature and color of the water I judged that we were in the middle of the Gulf Stream, latitude 37° 02′ N. The lower pintle of the rudder began to work loose and our jib was going all to pieces (it being nothing but rotten and wornout canvas), without anything on board to repair it with.

May 7.—Had a good breeze all night, the vessel going about 3 miles an hour. I now found that I had made 72 miles due north and had steered N. W. with the wind S. W., and still in the Gulf Stream. My only hope was that a friendly vessel [would] come to our aid, we having but one day's bread left (only 18 biscuits).

May 8.—At daylight discovered a vessel to the leeward, heading west. I put about to lay in her track. At 7 a. m. she was within hail and supposed us to be a New York pilot boat. She proved to be the Italian bark *Aurora*, from Messina, bound to New York. The captain not understanding English, I had a good deal of trouble to make him comprehend; but, seeing our crippled condition, he sent a boat on board for me. The wind being light and the sea smooth, he took us in tow. After hearing my statement (which one of the crew interpreted), and seeing the condition of the schooner, he offered to take the crew and as much of the cargo as he could stow away, which offer I thought it my duty to accept. We were then in latitude 38° 30′ N. and longitude 69° W. At noon, being calm, we hauled alongside the bark and shifted the cargo from the schooner on board the bark, as follows: One hundred and four half barrels soda, 3 barrels epsom salts, 1 pipe spirits, 5 barrels spirits, 1 sack coffee, and 1 large bale of blankets. At 5 p. m. I abandoned the schooner, having taken as much of the cargo on board the bark as we could. There being a good breeze the schooner rolled very heavily alongside the bark, and the

captain, having had a long passage with fruit on board, did not like to lose more time than possible.

I can not say too much in praise of Captain Dominico Chirico. He treated the crew and myself in the best manner he possibly could; in fact, himself and his crew did all they could for us.

The only thing left on board the schooner was salt and a few barrels of soda.

The bark is now in New York, having arrived on the 12th instant with the aforementioned articles on board, and also the crew, and I respectfully await your honor's pleasure for further instructions.

The above is respectfully submitted.

Sir, I have the honor to be your very respectful and obedient servant,

PAUL ARMANDT,
Acting Ensign, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to the Secretary of State suggesting a reward for the master and crew of the bark Aurora.

NAVY DEPARTMENT, *May 25, 1864.*

SIR: I have the honor to bring to your notice, with the view of suitable acknowledgment of the service being made, an instance of prompt aid and assistance by a foreign merchant vessel to one of our prizes.

On the 26th of last March the prize schooner *Sophia*, in charge of Acting Ensign Paul Armandt, U. S. Navy, left Charleston for a northern port. Not long after her departure she encountered very heavy weather, which lasted from day to day until the vessel was almost entirely disabled. In the course of drifting she sighted one or two vessels, but, although not far distant, they failed to come to her relief, probably not understanding her signals of distress. On the 8th of May, in latitude 38° 30′ N. and longitude 69° W., the *Sophia* discovered a vessel heading west, which proved to be the Italian bark *Aurora*, Captain Dominico Chirico, from Messina bound to New York. On learning of the crippled and perilous condition of the *Sophia*, Captain Chirico prepared to give every assistance in his power; the prize was hauled alongside the *Aurora* and the officers and crew and nearly all the cargo transferred to her and carried in safety to New York. On arriving at New York, Captain Chirico placed the cargo in the possession of the prize officer.

The relief afforded by the *Aurora* was most opportune. The crew of the prize had been reduced to one day's ration, 18 biscuits. Acting Ensign Armandt says he can not speak too much in praise of the captain and crew of the *Aurora*, from whom he received every possible attention and aid.

I think some slight present should be made to Captain Chirico and the crew of the *Aurora*, in appreciation of their kindly offices, and, if you will permit me to, I would suggest the presentation in the name of the President of the United States, of a gold watch, valued at $150,

to the captain, and a month's wages to others serving on board the *Aurora*.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. W. H. SEWARD,
Secretary of State.

Report of Acting Volunteer Lieutenant Kennison, U. S. Navy, regarding the running ashore of the schooner Arletta, March 3, 1864.

U. S. S. SOUTH CAROLINA,
Tybee Roads, March 4, 1864.

SIR: I very respectfully report that the schooner *Marthie* or *Mattie*, from Nassau, [New Providence], with part cargo of alcohol, whisky, and coffee, ran on shore on south end of Tybee Island on the night of March 3, 1864.

She went on shore near a picket station of the Third Regiment Rhode Island Heavy Artillery, and at daylight was taken possession of by Captain D. B. Churchill, commanding United States forces on Tybee Island, who took the crew prisoners and reported to Major James E. Bailey, commanding United States forces at Fort Pulaski.

As soon as I received information of the occurrence, I proceeded some 3 miles down the beach to where the schooner lay high on the beach, and nearly dry at high water. The rudder was gone and the vessel badly strained. I met Major Bailey, Captain Churchill, and other officers of the Army on board the schooner. I laid claim to the vessel in behalf of the Navy. Major Bailey replied that he had telegraphed to Hilton Head, and until he heard to the contrary from there he should keep possession. I then advised that the vessel be discharged, and offered to assist him with a large force of my men that were then coming down the beach, which offer was declined by the major, he saying that he had men enough. The major said that the vessel should be discharged this night at low water, and the cargo transported to the Martello tower, there to await orders,

Under the circumstances, I left the vessel, and returning up the beach, met my men, ordered them to return on board this vessel.

After my arrival on board, telegraphed to Commander W. Reynolds, commanding U. S. naval depot at Port Royal, for instructions, which dispatch I sent to Fort Pulaski by an officer, with a request to the commanding officer to forward it.

At 9:30 p. m. officer returned from the fort, and stated that the dispatch would be sent as soon as the battery would work, as it was then out of order.

My pilot says that we can not get near enough to the vessel to be of any service, as we draw too much water. It is very shoal a long way out, as I saw for myself while down there.

The charts, with clothing of prisoners, were taken to Fort Pulaski by Major Bailey.

No ship's papers of any kind were found on board, they having been burned by the crew.

Very respectfully, your obedient servant,

WM. W. KENNISON,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

MARCH 5, 1864.

Captain John Wicks, of schooner *Arletta*, attempted to run blockade at Savannah with alcohol, whisky, pepper, and coffee; was captured by our picket at Little Tybee on 3d instant and sent to this post 5th March. Steamer *Heroine* was to leave Nassau for Savannah soon after I left on 10th February. *Heroine* will carry 350 bales cotton; painted lead color, long, low, one pipe, one spar forward, side wheel, raking stern; loaded with usual cargo; makes 12 knots.

They are talking of getting up a line to go to Savannah. Two schooners, one the *Swift*, another the *Fly*, left for Savannah via Ossabaw or Wassaw.

Three-fourths of steamer blockade runners get through, and about one-fourth of sailing vessels.

Additional report of Acting Volunteer Lieutenant Kennison, U. S. Navy, regarding the running ashore of the schooner Arletta, March 3, 1864.

U. S. S. SOUTH CAROLINA,
Tybee Roads, March 5, 1864.

SIR: I very respectfully report that I have just returned from Fort Pulaski, whither I had been to investigate the case of the schooner that ran ashore on Tybee Island on the night of March 3. The schooner's name was the *Arletta*, of Nassau, New Providence, of about 50 tons, Captain John Wicks; had for crew five all told.

Captain stated that it was his intention to run to Savannah, but he missed his reckoning.

The captain and crew will be sent to Hilton Head by Major James E. Bailey, commanding United States forces, by the steamer that leaves this day from the fort. The cargo was all discharged last night by the army forces. Considerable of the coffee is damaged. It will all be transported to the Martello tower on Tybee Island for safe-keeping.

I think it will be impossible to get the schooner off.

Very respectfully, your obedient servant,

W. W. KENNISON,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Morris Island.

Report of Major Bailey, U. S. Army, regarding the running ashore of the schooner Arletta, March 3, 1864.

HEADQUARTERS U. S. FORCES,
Fort Pulaski, Ga., March 5, 1864.

SIR: I have the honor to report that a blockade runner ran ashore during the night of the 3d instant on the east side of Tybee Island. Was discovered by the pickets yesterday morning at 6. She proved to be a schooner of about 35 tons. Her cargo consists of alcohol and coffee. I shall take out her cargo to-night, as she can not be got off. I have placed a guard on board and await further orders. The crew

consists of Captain John Wicks, Supercargo C. W. Hawes, Mate Henry Caserdy, and two seamen, John Thomas and William Sands.

Very respectfully, your obedient servant,

JAS. E. BAILEY,
Major, Third Rhode Island Heavy Artillery, Comdg. Post.

Colonel J. B. HOWELL.

[Endorsement.]

HEADQUARTERS HILTON HEAD DISTRICT,
Hilton Head, S. C., March 6, 1864.

Respectfully forwarded for the information of the major-general commanding.

I respectfully further state that the prisoners are here and in the custody of the provost-marshal's guard.

JOSHUA B. HOWELL,
Colonel, Commanding District.

Torpedo attack upon the U. S. S. Memphis, March 6, 1864.

Report of Captain Rowan, U. S. Navy, transmitting report of the commanding officer of the U. S. S. Memphis.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, South Carolina, March 15, 1864.

SIR: I enclose herewith a copy of the report of Acting Master R. O. Patterson, commanding U. S. S. *Memphis*, giving the particulars of an attempt made by the enemy to blow up that vessel by a torpedo "David." The presumption is that on the second attack made by the "David" the propeller (just then put in motion) struck the torpedo bearer and broke it off, and possibly disabled the "David."

I have directed outriggers, etc., to guard against a repetition of the attack.

The commander of the *Acacia* reports having seen a torpedo boat on the night of the 11th instant, while cruising off Rattlesnake Shoal, but lost sight of it immediately.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Captain, Comdg. South Atlantic Blockdg. Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Patterson, U. S. Navy, commanding U. S. S. Memphis.

U. S. S. MEMPHIS,
North Edisto River, South Carolina, March 6, 1864.

SIR: I have the honor to report that an attempt has been made by the rebels to blow up this ship, but am happy to state did not succeed. At 1 a. m. a torpedo boat was discovered about 50 yards distant, approaching us rapidly on the port quarter, from up river. We immediately beat to quarters and slipped the chain; in an instant the torpedo was under our port quarter, and we could not bring a gun to bear on her. The watch being armed at the time, we were enabled to concentrate a rapid fire with muskets, revolvers, and pistols down upon

UNITED STATES STEAMER MEMPHIS.

her, and into what looked like a hatchway, nearly in the center; the rapid firing seemed to stop her progress, and, dropping about 12 feet astern, in an instant she darted ahead again and at the same time we rang to go ahead, and our propeller, I think, must have caught and broken some of her gear, as she appeared to be disabled and drifted up river. In a few moments they showed a light, at which we fired a 12-pounder rifle shot; she then disappeared and an armed boat was immediately dispatched to search for and capture her if possible, but returned without success. This torpedo boat was about 25 feet long, painted lead color, and in appearance was like a ship's boat in the water, bottom up.

I am, sir, very respectfully, your obedient servant,

R. O. PATTERSON,
Acting Master, Commanding.

Commodore S. C. ROWAN,
Commanding South Atlantic Blockading Squadron.

Instructions from Captain Rowan, U. S. Navy, to Acting Master Patterson, U. S. Navy, regarding precautions against a repetition of the attack.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, South Carolina, March 12, 1864.

SIR: Your report of the 6th instant, detailing the attack of the torpedo, is received. I regret you did not succeed in destroying it.

You should have your boats out rowing guard.

You will, if practicable, obtain from the shore suitable spars for outriggers, and take your studding sail booms and other spare spars for that purpose. Having prepared your outriggers with a 6 or 7 inch hawser, and nets to hang some 8 feet below the surface of the water, you will be protected from torpedo boats, but you must use great vigilance, row guard, and keep your people at or near their guns, giving them rest during the day.

Until you have your outriggers prepared you will remain outside the bar during the night, resuming your station inside during the day.

When the tide is too strong for your boats, call them on board save one, which you will veer astern by a line, keeping her manned and well armed.

Respectfully, your obedient servant,

S. C. ROWAN,
Captain, Comdg. South Atlantic Blockdg. Squadron.

Acting Master R. O. PATTERSON,
Commanding U. S. S. Memphis.

Report of Captain Lee, C. S. Army, explaining the cause of failure of the attack.

CHARLESTON, *March 9, 1864.*

GENERAL: I would respectfully call your attention to the accompanying copy of communications, the originals of which I have retained. I have also sent a copy to Flag-Officer Tucker.

I have the honor to be, general, very respectfully, your obedient servant,

FRANCIS D. LEE,
Captain of Engineers.

Brigadier General THOMAS JORDAN,
Chief of Staff.

[Enclosure.]

CHARLESTON, *March 8, 1864.*

GENERAL: It is reported that on Saturday night, March 5, 1864, Engineer Tomb, C. S. Navy, in charge of the cigar torpedo steamer "David," struck an armed vessel of the enemy in the North Edisto, but failed to destroy her in consequence of the torpedo not exploding. As this occurrence may disturb the confidence heretofore felt in the torpedoes prepared by me, I deem it due to myself to state that about ten days since I saw Engineer Tomb, and in the presence of Mr. Theodore Stoney distinctly told him that the torpedo then on the "David" could not be relied upon, it having been exposed for the last six months to every vicissitude of weather and climate. I further told him that I would furnish to the vessel a new torpedo, thoroughly tested, and that could be relied upon. Notwithstanding this advice, Mr. Tomb went to the expedition above reported without the slightest knowledge on my part and carrying the old torpedo. Under these circumstances it is scarcely necessary to ask why the expedition proved fruitless. The most common precaution indispensable to the proper use of all fire-arms—i. e., not to rely on a charge of long standing—has been neglected.

With the facts as above stated, it may readily be determined whether the disaster may be most fairly attributed to a failure of the torpedo prepared by me or to a willful disobedience to common-sense instructions on the part of Engineer Tomb.

I have the honor to be, general, very respectfully, your obedient servant,

FRANCIS D. LEE,
Chief of Engineers.

Brigadier General THOMAS JORDAN,
Chief of Staff.

Extract from notebook of First Assistant Engineer Tomb, C. S. Navy.

The "David" was repaired, a new spar attachment was placed on her so as to permit of the lowering of the torpedo to any depth from the interior of the boat. We also placed one-quarter steel over her above the water line and attached a cap over the stack to keep the water out after an explosion. When the "David" reported to the flag-officer for duty his orders were to watch for the enemy in case they made an attempt to run into the harbor, and use the "David" to the best advantage, keeping out of the line of fire as much as I could, and watch for a chance to use the torpedo.

On the 6th of March, 1864, the "David" made an attack upon the *Memphis* in North Edisto. Captain Theodore Stoney had a section of artillery to go down to the island by land to assist us. The night of the 4th we got near enough to the *Memphis* to see her lights, but our pumps failed to work and we returned up the river. The next night about the same hour and spot the pumps again failed to work. We made fast to the marsh, and after making repairs, again proceeded in the direction of the *Memphis*. About 12:30 a. m. [March 6], as we came within hailing distance, they hailed us, but we paid no attention to their hail, and the next moment they opened on us with small arms, the shot striking the steel cover did no harm. The next moment

the "David" struck her on the port quarter about 8 feet below the surface. The blow was a good one, but the torpedo failed to explode. We then made a turn to port and came back at her, striking her on the starboard quarter. At this time the *Memphis* was going through the water at good speed and the blow was a glancing one, passing under her counter, taking a portion of our stack away, but the torpedo failed again to explode. Realizing we could do nothing more, we headed the "David" up the river. The *Memphis* at this time was using her heavy guns upon us, but they did not come near the "David," passing well overhead. When we reached Church Flats and made an examination of the torpedo we found the first blow was a good one, as the tube or cap on that side was mashed perfectly flat, and the glass tube containing the acid was broken, but being a defective tube it failed to explode. The second blow was not a good one, as the tube was slightly bent and the glass tube not broken. The expedition was a failure, caused by a defective tube. The torpedo held 95 pounds of rifle powder. James H. Tomb in command, and Pilots J. W. Cannon and A. Coste, and James Lawless, fireman.

We ran out of Charleston one night in April, 1864, intending to strike a ship we took to be the *Wabash*.* We headed for her three times, but the heavy swell rolling over and into the "David" compelled us to return to the harbor.

JAMES H. TOMB,
First Assistant Engineer, C. S. Navy.

Report of Commander Reynolds, U. S. Navy, regarding the command of the U. S. S. Dandelion.

NAVAL DEPOT, PORT ROYAL, S. C., *March 7, 1864.*

SIR: Having taken Acting Master's Mate Russell from the *Dandelion* to command the *Camelia*, it was necessary to send someone to command the *Dandelion*, and I have accordingly directed Acting Ensign Blanchard, who has reported from hospital at Beaufort as fit for duty, to take charge of her as the officer most available for that purpose.

Respectfully,

WILLIAM REYNOLDS,
Commander.

Commodore ROWAN,
Comdg. South Atlantic Blockading Squadron, pro tem.

Report of Commander Reynolds, U. S. Navy, requesting the services of a gunboat for the protection of military depot and workshops near Port Royal, S. C.

NAVAL DEPOT, PORT ROYAL, S. C., *March 8, 1864.*

SIR: Colonel [Joshua B.] Howell, in command of this district, has been on board to say that he has some anxiety about his position here with the small force at present remaining, lest a raid should be made

* See report of Captain De Camp, U. S. Navy, dated April 19, 1864.

upon his depot at Hilton Head, or upon his workshops at St. Helena, [S. C.].

The approaches from Savannah are well guarded, but there is nothing but the *Kingfisher* in St. Helena Bay [Sound] (a sailing vessel anchored near its entrance) to look after the water approaches from Charleston.

A steam gunboat stationed in that bay, to watch the mouths of the Coosaw and Combahee rivers, and to ascend them occasionally, would afford the necessary protection.

At present a boat expedition might descend either of these rivers and land upon St. Helena Island without interruption.

I informed Colonel Howell that I would make this representation to you.

He will endeavor to place a gunboat there, but it is not certain whether he can procure one.

When the repairs to the *Hale* are completed, she would be a perfect vessel for that service, but if, in the meanwhile, another gunboat could be sent there, it would, I think, add greatly to the security of this place.

Respectfully,

WILLIAM REYNOLDS,
Commander.

Commodore ROWAN,
Comdg. South Atlantic Blockading Squadron pro tem.

Report of Captain Rowan, U. S. Navy, regarding the arrival off Charleston of the U. S. S. Sweet Brier.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, March 8, 1864.

SIR: I have the honor to inform the Department that the screw tug *Sweet Brier*, Acting Ensign Dexter, commanding, arrived at this anchorage on March 4, and has been detailed for duty on this station.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Captain, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding his departure from Washington.

U. S. FLAGSHIP HARVEST MOON,
Off Fortress Monroe, March 10, 1864.

SIR: I beg leave to state to the Department that I left Washington with the leave of his Excellency the President (not having time to call over at the Department) in order to learn the fate of my son, intending to apprise the Department immediately after arriving here.

If the Department does not object, I propose to remain here until Sunday or Monday, when the flag of truce sent by General Butler is expected to return, and I hope with the remains of my son.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral.

Hon. G. WELLES,
Secretary of the Navy.

Report of Acting Master Burgess, U. S. Navy, commanding U. S. schooner Beauregard, regarding the capture of the British schooner Hannah, of Nassau, New Providence.*

U. S. SCHOONER BEAUREGARD,
Off Mosquito Inlet, Florida, March 11, 1864.

SIR: I have the honor to make the following report:

On the 11th instant, while lying at Mosquito Inlet, where I had anchored, having been carried to the northward by the late southerly winds, at 10 a. m. discovered a small vessel in the offing bearing E. S. E. and steering by the wind to the southward and westward, I immediately got underway and gave chase. At 12:30 p. m. I boarded the stranger, who proved to be the British sloop *Hannah*, of Nassau, New Providence, from Green Turtle Cay, bound to Key West. The *Hannah* cleared from Nassau on the 5th of February (over five weeks ago), with 1 bale cotton cloth, which the captain reports he hove overboard, and as she had no colors and the captain could not account for being so far out of the regular course for Key West, to my satisfaction, I seized her as a prize of war and send her to Key West for adjudication. There was no other vessel in sight at the time of the capture.

I am, very respectfully, your obedient servant,

FRANCIS BURGESS,
Acting Master, Commanding

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Burgess, commanding U. S. schooner Beauregard, regarding the capture of the British schooner Linda, of Nassau, New Providence.

U. S. SCHOONER BEAUREGARD,
Off Mosquito Inlet, Florida, March 11, 1864.

SIR: I have the honor to make the following report:

On the 11th instant, while lying at Mosquito Inlet, having been carried to the northward by the late southerly winds, at 5:30 a. m. discovered a schooner trying to get in at the inlet. I immediately sent a boat in charge of Acting Ensign H. B. Colby to capture her. There was also a boat sent from the U. S. schooner *Norfolk Packet* at the same time, for the same purpose, but, as they were unacquainted with the

* The U. S. schooner *Beauregard* belonged at this time to the East Gulf Blockading Squadron, but the capture was made within the limits of the South Atlantic Blockading Squadron.—COMPILERS.

channel, Mr. Colby took the lead, but by the time the boats arrived at the inlet the schooner had already turned the point and was sailing up the river with a fair wind and tide; therefore Mr. Colby, being in the head boat, ran his boat on shore and with his men well armed jumped on shore and ran up the banks of the river and headed the schooner off, and after firing several musket shots, some of which went through her sails, she lowered her sails and was boarded by the boat from the *Norfolk Packet*. She proved to be the British schooner *Linda*, of Nassau, New Providence, from Nassau, bound to New Smyrna, Fla., with a cargo consisting of salt, liquors, coffee, etc. I therefore seized her as a prize of war and send her to Key West for adjudication. The schooner *Norfolk Packet* was the only vessel in sight at the time of the capture.

I am, very respectfully, your obedient servant,

FRANCIS BURGESS,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Ensign Wood, U. S. Navy, commanding U. S. schooner Norfolk Packet, regarding the capture of the British schooner Linda.

U. S. SCHOONER NORFOLK PACKET,
Off Mosquito Inlet, Florida, March 11, 1864.

SIR: I have the honor to report to you the circumstances connected with the British schooner *Linda*, of Nassau, New Providence, which was captured by me and the U. S. schooner *Beauregard* in Mosquito Inlet, Florida, March 11, 1864. At daylight this morning a small vessel was discovered from the masthead in the mouth of the inlet. I immediately sent a boat in charge of Acting Master's Mate George Delap in pursuit of her. The *Beauregard* also sent a boat in charge of Acting Ensign Colby, who, being better acquainted with the channel, and being the senior officer, took the lead. Mr. Colby, finding the vessel had rounded the point, ran his boat on shore to head her off by firing at her. Our boat kept up the chase and had the satisfaction of boarding her after one hour's chase. She proved to be the above-named schooner, commanded by Captain Gardner. She was laden with 2 bags coffee, 30 bags salt, 40 cases liquor, 1 box dry goods, 1 box cutlery, and 1 barrel rum. Captain Burgess, being the senior officer, took charge of the prize and sent her to Key West for adjudication.

Captain Gardner formerly commanded the British schooner *Minnie*, in which he tried to decoy me from my station on the night of the 14th January, 1864, by showing several lights. Finding that he could not accomplish his desire, he gave up the idea of getting into Mosquito Inlet and steered for Indian River, but was captured the next morning by the U. S. schooner *Beauregard*.

I have the honor to sign myself, your most obedient servant,

GEORGE WM. WOOD,
Acting Ensign, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Commodore Rowan, U. S. Navy, to assume temporary command of the South Atlantic Blockading Squadron.

NAVY DEPARTMENT, *March 12, 1864.*

SIR: During the temporary absence of Rear-Admiral J. A. Dahlgren you are authorized to hoist the broad pendant as commander of the South Atlantic Blockading Squadron ad interim.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockdg. Squadron (ad interim),
Off Charleston, S. C.

Report of Commodore Rowan, U. S. Navy, transmitting report regarding cooperative expedition to Bull's Bay, South Carolina.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, South Carolina, March 12, 1864.

SIR: In compliance with a request of Major-General Gillmore (copy of which is enclosed), I sent a naval force, under the command of Captain Jos. F. Green, to cooperate with the army at Bull's Bay. The object of the expedition was a diversion.

I enclose a copy of Captain Green's report.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Captain, Comdg. South Atlantic Blockdg. Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., March 7, 1864.

DEAR SIR: I have directed General Terry, commanding on Folly and Morris islands, to make a demonstration or display of force to engage the attention of the enemy for a day or two, and have to request that, if not inconsistent with the interests of the service confided to you, you will render him such naval assistance as he may request.

Very respectfully, your obedient servant,

Q. A. GILLMORE,
Major-General, Commanding.

Commodore ROWAN,
Commanding U. S. Naval Forces before Charleston.

U. S. S. CANANDAIGUA,
Off Bull's Bay Light-House, S. C., March 11, 1864.

SIR: I have the honor to report that, in obedience to your instructions, all the vessels of the outside blockade off Charleston, excepting

the *Wabash*, rendezvoused off Bull's Bay light-house at 6 o'clock on the morning of the 9th instant.

Seven army transports arrived in the course of the forenoon, and immediately proceeded in over the bar, which had previously been buoyed, preceded by three gunboats.

Bull's Island was found apparently unoccupied.

Colonel Gurney, commanding the army part of the expedition, immediately landed a portion of his force, which remained on shore until yesterday morning, when, having accomplished his object, he reembarked his troops and the expedition left this morning to return.

I took my departure for Port Royal, having ordered the commanding officers of the respective vessels to resume their stations off Charleston, and directing Commander Williamson to report their arrival to Captain De Camp.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer Present.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockdg. Squadron, off Morris Island.

Letter from Commodore Rowan, U. S. Navy, to Major-General Gillmore, U. S. Army, requesting his views regarding the services of the United States vessel in Light-House Inlet.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, South Carolina, March 14, 1864.

SIR: If the services of the U. S. S. [Commodore] *McDonough* can be spared in Light-House Inlet, I can use her elsewhere. I do not wish to take her from her station, however, if she is useful to you. I should be glad to have your views on the subject.

S. C. ROWAN,
Comdg. South Atlantic Blockading Squadron pro tem.

Major-General Q. A. GILLMORE,
Commanding Department of the South, Hilton Head.

Order of Commander Reynolds, U. S. Navy, to Acting Volunteer Lieutenant West, U. S. Navy, commanding the U. S. S. Massachusetts, regarding the disposition of the cargo of the prize sloop Persis.

NAVAL DEPOT, PORT ROYAL, S. C., *March 14, 1864.*

SIR: I have reported the capture of the sloop *Persis* by the *Massachusetts*, on her down trip, to the commodore commanding, but there has not yet been time to receive an answer. You can, however, take her cargo on board and report the fact to the commodore at Charleston, and on arrival at Philadelphia report your prize to the commandant of the navy yard, the district judge, and the prize commissioners.

Respectfully,

WILLIAM REYNOLDS,
Commander.

Acting Volunteer Lieutenant WM. H. WEST,
Commanding U. S. S. Massachusetts.

Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, regarding the capture of the Confederate sloop Persis.

U. S. S. MASSACHUSETTS,
Off Charleston, March 15, 1864.

SIR: I have the honor to report that on the morning of the 12th instant, whilst coming out of Wassaw Sound, Georgia, I captured the Confederate sloop *Persis*, said to be loaded with 22 bales of cotton. She had no clearance papers on board of any kind. The captain said he was from Savannah, bound to Nassau, having run out of the former port two nights before. I put a prize master on board and sent her to Port Royal.

On my return from the south I had not time to receive your orders in respect to disposition of the prize, and she being unseaworthy, with the permission of Commander Reynolds, I discharged the cotton into the *Massachusetts* to be turned over to the prize commissioners when I arrive north. The crew of the sloop, five in number, I have on board. Enclosed please find a list of their names. The U. S. steamers *Patapsco* and *Wissahickon* were within signal distance at the time of capture.

I am, very respectfully,

W. H. WEST,
Acting Volurteer Lieutenant, Comdg. U. S. S. Massachusetts.

Commodore S. C. ROWAN,
Commanding South Atlantic Blockading Squadron.

Distribution of vessels of the South Atlantic Blockading Squadron, March 15, 1864.

Vessels.	Station.	Remarks.
Ethan Allen	Murrell's Inlet	
Paul Jones	Georgetown	
Mangham	Bull's Bay	
Wabash	Charleston	Outside the bar
Canandaigua	do	Do.
Cimarron	do	Do.
Winona	do	Do.
Hope	do	Do.
Acacia	do	Do.
Nipsic	do	Do.
Blunt	do	Do.
Sweet Brier	do	Do.
Sanford	do	Do.
New Ironsides	do	Inside the bar.
Montauk	do	Do.
Lehigh	do	Do.
Sangamon	do	Do.
Nantucket	do	Do.
Adams	do	Do.
Supply	do	Do.
Home	do	Do.
Iris	do	Do.
Geranium	do	Do.
Jonquil	do	Do.
Daffodil	do	Do.
Camelia	do	Do.
Clover	do	Do.
McDonough	Light-House Inlet	
Sonoma	Stono	
Racer	do	
Seneca	do	
Memphis	North Edisto	
Kingfisher	St. Helena	

Distribution of vessels of South Atlantic Blockading Squadron, March 15, 1864—Cont'd.

Vessels.	Station	Remarks.
Wild Cat	St. Helena	
Chippewa	Port Royal	
Vermont	do	
Ironsides	do	
Valparaiso	do	
Dandelion	do	
Larkspur	do	
Carnation	do	
Rescue	do	
Houghton	do	
South Carolina	Tybee	
Ward	do	
Patapsco	Wassaw Sound	
Wissahickon	do	
Water Witch	Ossabaw Sound	
Fernandina	St. Catherine's	
Lodona	Sapelo	
Huron	Doboy	
Midnight	do	
Smith	Altamaha	
Paul Jones, jr	do	
	Hampton River, Georgia	
Stettin	St. Simon's	
Braziliera	St. Andrew's	
Para	Fernandina	
Perry	do	
	Nassau Sound, Florida	
Mahaska	St. John's	
Ottawa	do	
Norwich	do	
Pawnee	do	
Columbine	do	
Norfolk Packet	Mosquito [Inlet]	
Passaic	Port Royal	Repairing.
Nahant	do	Do.
Catskill	do	Do.
Dai Ching	do	Do.
Philadelphia	do	Do.
Flag	do	Do.
Hale	do	Do.
Unadilla	do	Do.
Williams	do	Do.
Pettit	do	Do.
Nipsic	do	Do.
Mohawk		Laid up to go north for repairs.
Oleander		Southern station, with stores.
Conemaugh		North for repairs.
Wamsutta		Do.
Marblehead		Do.
Flambeau		Do.
Potomska		Do.
Harvest Moon		North on special service.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,

Commodore, Comdg. South Atlantic Blockdg. Squadron pro tem.

Report of Commodore Rowan, U. S. Navy, regarding the circumstances attending the loss of the boats saved from the wreck of the U. S. S. Housatonic.

FLAGSHIP NEW IRONSIDES,

Off Morris Island, South Carolina, March 15, 1864.

SIR: I regret to inform the Department that two boats saved from the wreck of the *Housatonic* were lost under the following circumstances:

These two boats, or launches, were anchored securely in the harbor a short distance above this ship, with a 700-pound anchor and two parts of a launch's chain, with a scope of 25 fathoms, all of which was done under the personal supervision of the boatswain of this ship.

During the day of the 10th instant the wind was fresh from the northward and eastward. On the following night the wind chopped round to the southeast with thick, rainy weather and a heavy swell.

As soon as objects were visible next morning the launches were missed and signal made for tugs to go in pursuit of them.

One tug passed up by the boats as they drifted rapidly toward Moultrie, but while in the act of rounding to, the roll of the vessel threw down his grate bars, the steam ran down, and the captain lost his presence of mind. Had he grappled the boats and then let go his anchor, all would have been well, instead of which he made the best of his way back with what steam he had. In the meantime Lieutenant-Commander Belknap dispatched a second tug. By this time the boats had drifted athwart the bows of the *Lehigh*, and before the tug reached there the boats had been cast adrift from the *Lehigh*, and before the tug could reach them the boats were too near Moultrie to be saved.

Commander Bryson's reasons for not saving the boats are stated in his report, a copy of which is herewith enclosed (marked A).

It is to be regretted that he did not destroy them if he could not save them, instead of casting them adrift to fall into the hands of the enemy.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,

Captain, Comdg. South Atlantic Blockdg. Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure A.]

U. S. IRONCLAD LEHIGH,

Off Morris Island, South Carolina, March 14, 1864.

SIR: In obedience to your order of this date directing me to report the circumstances of the loss of two launches so far as their drifting athwart the bows of the *Lehigh* is concerned, I have to reply that on the morning of the 10th instant, about 6:30 a. m., whilst lying off Wagner buoy, and during a gale of wind from the northward and eastward, with a heavy sea running, I discovered two launches drifting toward us on the flood tide. They were moored together and came down athwart hawse. At this time I was endeavoring to get the ship underway, and found from some cause a great difficulty in heaving in; fearing that the overhang might come down, carrying the boats with it, and so fouling my chain, I directed the line confining the two boats together to be cut, which was done. A boat being on either bow, my fear then was that they would bear the spars down, carrying with them the swifter secured to their outer ends, and so foul the propeller on their passage aft. I then directed the boats to be shoved entirely clear of the ships. By the time I had hove up the anchor and was ready to move, the boats had drifted up to within about 1,500 yards of the enemy's batteries. The weather being very bad, and the safety of the ship my first consideration, I did not think it prudent to attempt to pick up the boats. At the time the boats were within the range mentioned, I saw a tug on her way up for the boats, which tug I ordered back, as I felt certain that she would be destroyed in the attempt.

Very respectfully, your obedient servant,

A. BRYSON, *Commander.*

Commodore S. C. ROWAN,

Commanding South Atlantic Blockading Squadron.

Report of Commander Reynolds, U. S. Navy, senior officer at Port Royal, regarding measures for the protection of army posts in that vicinity.

NAVAL DEPOT, PORT ROYAL, S. C., *March 16, 1864.*

SIR: I have received your letter of March 14, authorizing me to send the *Hale* to St. Helena Bay [Sound], as suggested in my letter of the 8th instant, and she will accordingly be sent there as soon as her repairs are completed, which, however, will not be for three weeks yet.

In the meanwhile these approaches to this bay will be unguarded. The *Chippewa* is the only vessel of war at Port Royal able to move for the protection of this bay, and she requires repairs, as I have before advised.

Colonel Howell, commanding the district, was on board yesterday to borrow a 24-pounder howitzer, which I have agreed to lend him, there being five on hand.

He told me that the rebels had come down to Port Royal Ferry the other night and fired on his pickets, and I have learned to-day that there was an alarm at Beaufort last night and the troops were under arms. I have again made signal to the vessels now in port, "Enemy is threatening Beaufort, S. C. Be prepared night or day for attack or defense."

Respectfully,

WILLIAM REYNOLDS,
Commander.

Commodore ROWAN,
Commanding South Atlantic Blockading Squadron pro tem.

Order of Commander Reynolds, U. S. Navy, to Acting Master Baldwin, U. S. Navy, to proceed to duty on the U. S. S. Chatham.

NAVAL DEPOT, PORT ROYAL, S. C., *March 17, 1864.*

SIR: Go on board the *Chatham* with as many of your officers and men as you may require to get up steam, get her underway, and if Mr. Davis has anything to be towed or taken up to the *Philadelphia*, take it up and then come alongside.

Show these orders to the officer in charge of the *Chatham*. Keep an exact account of the quantity of wood you burn.

Respectfully,

WILLIAM REYNOLDS,
Commander.

Acting Master T. E. BALDWIN,
Commanding O. M. Pettit.

Order of Commander Reynolds, U. S. Navy, to Acting Ensign Parker, U. S. Navy, to proceed to St. John's River, Florida, in charge of the prize sloop Buffalo.

NAVAL DEPOT, PORT ROYAL, S. C., *March 17, 1864.*

SIR: When the prize sloop *Buffalo* is ready for sea, you will proceed as soon as the weather permits to St. John's River, and report on

arrival to Commander G. B. Balch, senior officer present at St. John's River, communicating with the vessels at the entrance of the river as you go in.

You will deliver up the sloop to Commander Balch, and he will procure you passage for yourself and men back to the port, where, upon arriving, you will report to me. You will bring back with you the arms and the outfit you had from this ship, unless Commander Balch desires to keep them, or a portion of them.

Respectfully,

WILLIAM REYNOLDS,
Commander.

Acting Ensign R. W. PARKER.

Report of Commodore Rowan, U. S. Navy, giving information obtained from deserters regarding affairs at Charleston, S. C.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, March 18, 1864.

SIR: I have the honor to report that 8 men (Irishmen all) reached Cumming's Point in a boat on Thursday night, 9th instant.

They say Kilpatrick got within 2 miles of Richmond and that Admiral Farragut has taken two forts near Mobile and 1,100 prisoners.

General Beauregard is in Florida and A. P. Hill is in command at Charleston. No troops have returned from Florida. They also state that the steamer *Juno*, a very fast vessel, formerly a mail boat between London and Glasgow, was the last that succeeded in getting in, about four months ago. She escaped on the night of the 8th instant with cotton for the Government.

They report Sumter as being repaired constantly. It is very strong and has three heavy guns—two rifles and one X-inch—which are mounted on the northeast face.

The obstructions in the lower harbor have broken adrift in many places, but they could not designate them.

One of these men, by name Cunningham, was engaged in putting down telegraphic wires. He says that between Sumter and Sullivan's Island three boilers, each containing 2,000 pounds of powder, are sunk. They are connected with Sullivan's Island by wires, and are intended to be exploded by a galvanic battery. One of these was sunk about a month since.

One gun from the *Keokuk* is mounted in Battery Bee, the other on the battery at White Point. There are four X-inch and one VIII-inch gun in addition in the battery and six other guns, including the Blakely gun, in other points, protecting the city.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockdg. Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Rowan, U. S. Navy, calling attention to the great deficiency in the crews of the vessels.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, March 18, 1864.

SIR: I have to call the attention of the Department to the serious embarrassment threatening this squadron in consequence of the expiration of the terms of service of a very large number of the most valuable and essential petty officers and seamen.

These men are constantly sending me respectful petitions to be permitted to return home for discharge, and I hope the Department will be able to make arrangements to have our seamen transferred from the Army before the men whose term of service has expired become impatient and insubordinate.

The seaman considers that the law (by which he is now retained) was made for special cases on foreign stations, and not applicable to our own waters.

The thinking men among them are now serving their thirty days, after which I fear they will consider their part of the contract will have been completed and they will expect the Government to release them.

The deficiency in the crews of vessels in this squadron is 708. Add to this 332 men whose terms of service have expired, and we have an aggregate of 1,040 men.

This estimate does not include nineteen vessels not yet heard from.

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I have the honor to be, very respectfully, your obedient servant,
S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockdg. Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Commodore Rowan, U. S. Navy, to Captain Green, U. S. Navy, regarding the disposition of his force to prevent blockade running.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, South Carolina, March 18, 1864.

SIR: I learn from deserters, just from Charleston, that the steamer *Juno* ran out on the night of last Wednesday week, and that a schooner ran out some two weeks previous, all loaded with cotton.

I have to request that you will make such disposition of your force as will best guard against a repetition.

The two tugs must be kept inside of Rattlesnake, one of them pushed up toward Breach Inlet, and the rest of your force as well in hand and as close in as you can with safety, keeping the *Canandaigua* and *Winona* ready to chase.

From what I learn of the deserters, the torpedo "David" that blew up the *Housatonic* did not return. After the capture of the *Nipsic's* boat, the enemy learned how the *Housatonic* was destroyed and have since reported that the torpedo boat was heard from in Georgetown [S. C.].

I do not credit this. Make the best disposition you can to guard the exit or entrance of blockade runners.

Very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Captain JOS. F. GREEN,
Commanding Blockade Division off Charleston Bar.

Report of Commander Reynolds, U. S. Navy, transmitting copy of proposed orders for the better security of vessels in Station Creek.

NAVAL DEPOT, PORT ROYAL, S. C., *March 19, 1864.*

SIR: for the better security of the vessels in the creek I have had an upper boom placed above their anchorage, and propose to issue the enclosed order, if it meets with your approval.

As the *Rescue* has just been disabled, and must be replaced, I will have the prize steamer *Chatham* anchored near the boom in the meanwhile.

Respectfully,

WILLIAM REYNOLDS,
Commander.

Commodore ROWAN,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

NAVAL DEPOT, PORT ROYAL, S. C., *March 19, 1864.*

SIR: The boom in the creek is placed, but is not quite long enough to reach across. It will be lengthened in a day or two to extend all the way over, with a gate to permit small boats to pass through; will be open during the day, but closed at dusk.

You will have the prize steamer *Chatham* anchored just within the boom, and put on board of her the *Rescue's* howitzer and a supply of ammunition, and you will keep a picket boat and crew from the vessels in the creek alongside the *Chatham* from dark until daylight. You will regulate the detail for the picket boat.

They will keep a vigilant lookout for torpedo craft, or other signs of an enemy, and will give the alarm on the discovery of such.

On the alarm being given, vessels in the creek will send their boats, armed, either to the upper or lower boom, as the case may be, and take such other measures of defense as may be practicable at the time.

Respectfully,

WILLIAM REYNOLDS,
Commander.

Commander N. B. HARRISON,
Commanding Catskill.

Order of Commodore Rowan, U. S. Navy, to Fleet Surgeon Johnson, U. S. Navy, to assume charge of smallpox patients.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, March 21, 1864.

SIR: I herewith enclose communication received from Commander William Reynolds, in reference to the reappearance of the smallpox in the harbor of Port Royal.

You will consult with Commander William Reynolds, commanding naval depot there, who will aid you in carrying out any suggestion that you may offer as to the proper disposition to be made of the patients.

I would suggest that, if it be practicable, they be transferred to the shore for treatment, where accommodations might be provided for them in tents; otherwise let them be sent on board the *Mohawk*.

Upon this subject, however, you will advise with the authorities at Bay Point and Hilton Head, and report to me the result of your decision, which you are authorized to carry out without delay.

Respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Fleet Surgeon WM. JOHNSON,
U. S. S. Wabash, Port Royal, S. C.

Report of a board of survey on the prize sloop Buffalo.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., March —, 1864.

SIR: In obedience to your order of this day, we have held a strict and careful survey on the prize sloop *Buffalo* and respectfully submit the following report, viz:

The hull of the sloop is new and in good condition, the sails are nearly worn out, the mast and rigging are good, and we estimate her value at $1,000.

We are, very respectfully, your obedient servants,

HENRY W. HAND,
Acting Master, U. S. Navy.
R. B. HINES,
Acting Master, U. S. Navy.
C. W. BABBITT,
Carpenter, U. S. Navy.

WM. REYNOLDS, Esq.,
Commander, Commanding at Port Royal, S. C.

Report of Commodore Rowan, U. S. Navy, transmitting report of Acting Ensign Parker, U. S. Navy, regarding the loss of the prize sloop Buffalo, en route to St. John's River, Florida, March 22, 1864.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, April 2, 1864.

SIR: I forward herewith a report of the loss of the prize sloop *Buffalo*.

This vessel was ordered to St. John's, at the instance of Commander Balch, who wanted her to assist in raising the steamer *St. Mary's* (a prize to our vessels), which is said to be in good order, and sunk by the rebels by opening her valves.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. WATER WITCH,
Ossabaw Sound, Georgia, March 25, 1864.

SIR: I regret to report to you the loss of the prize sloop *Buffalo*, on the morning of the 22d instant, under the following circumstances, the crew and nearly everything of value to the Government being saved:

I left Port Royal March 21, with the prize sloop *Buffalo*, for the St. John's River, with a steady breeze from N. N. E. Shortly after leaving the wind changed to N. E., blowing a strong breeze; put one reef in the mainsail. At 1 p. m., the weather looking dark and threatening and the wind steadily increasing, determined to go into Ossabaw.

At 2:30 p. m. hauled up for Ossabaw, two reefs in mainsail and one reef in the jib; 3 p. m. mainsail started, so that we were obliged to start the halyards to save the sail; shortly after the jib split from head to foot, and the vessel, having no sail to keep her to the wind or give headway, commenced to drift off into the breakers, which extended all along to leeward of us.

We were obliged to let go both anchors, although I had no hopes of their holding for any length of time, as the wind had increased to a gale, the weather thick and rainy, and a heavy sea breaking right over us.

Shortly after 3 a. m., on the morning of the 22d, both cables parted. We hoisted the peak of the mainsail and stood for the beach, the only chance we had of saving ourselves.

Fortunately, the tide being well up and the sloop being light, went well up on the beach, and we were enabled to get safely on shore, without any accident, on Ossabaw Island.

As soon as it got daylight sent some of the men to the north part of the island to see if they could communicate with any of the blockading fleet, but there being a heavy surf on the beach and a swamp on the island, they came back and reported that they could not get around the island; at noon the tide left the vessel high and dry. I had everything that we could remove taken on shore under a tent we had made of the sails. The 23d I took two men and started for the southern part of the island, but, after traveling around the southern and part of the western side of the island, returned, not being able to see any vessel. The next day (24th) I started with one man for the northeast part of the island, waiting for the tide to fall. I found no difficulty in getting around the island, where I found the U. S. S. *Water Witch* about 4 p. m. They answered my signals and immediately sent a boat. I went on board and reported my situation to Lieutenant-Commander Pendergrast. He said he would send a party with me the next day to bring what things I had saved and my men on board of this vessel. This morning, with a party of men and one officer, I started for the wreck, and succeeded in bringing off everything of value that we had saved. These things, the four men, and master's mate are now here awaiting the first opportunity to return to Port Royal.

I should state that Lieutenant-Commander Pendergrast has kindly rendered me every assistance that I required, and that we have been kindly and hospitably received by both him and his officers.

Hoping that this statement will prove satisfactory, I remain, very respectfully, your obedient servant,

R. W. PARKER,
Acting Ensign.

Commander WILLIAM REYNOLDS,
U. S. Ship Vermont, Port Royal, S. C.

Capture and abandonment of the blockade runner Little Ada, in South Santee River, March 25, 1864.

Order of Commodore Rowan, U. S. Navy, to Lieutenant-Commander Weaver, U. S. Navy, to capture steamer at McClellanville, S. C.

FLAG-STEAMER [NEW] IRONSIDES,
Off Morris Island, March 21, 1864.

SIR: You will proceed with the *Winona* under your command to the mouth of the Santee River and prevent the steamer now at McClellanville loading with cotton from going to sea.

You will use such efforts to capture said steamer as may best meet that end, consistent with safety.

Respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander A. W. WEAVER,
Commanding U. S. S. Winona, off Morris Island.

Report of Commodore Rowan, U. S. Navy, transmitting information received from refugees regarding the blockade runner Little Ada.

No. 105.] FLAGSHIP NEW IRONSIDES,
Off Morris Island, March 24, 1864.

SIR: I have the honor to enclose a copy of a communication from Lieutenant-Commander A. W. Weaver, commanding U. S. S. *Winona*, in reference to the blockade runner *Ada*, together with a synopsis of the information gained from the eight refugees spoken of by him. Lieutenant-Commader Weaver has been directed to proceed with the *Winona* to the mouth of the Santee and blockade or capture the vessel.

From one of the refugees (Michael Doolan) who was until the 1st of March employed as nurse in the hospital at Charleston I have direct intelligence of the death of First Lieutenant C. H. Bradford, U. S. Marine Corps, who was captured at the attack on Fort Sumter in September last.

Previous to his death, which occurred during the latter part of September last, he met a former friend, a Dr. Mackie, through whose influence a burial was secured for him in the Magnolia Cemetery, but subsequently, at the instance of the citizens of Charleston, he was disinterred and reburied in the potter's field.

The refugees will be turned over to the army authorities at Hilton Head on the first opportunity.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. S. Atlantic Blockdg. Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. WINONA,
Off Dewees Inlet, South Carolina, March 21, 1864.

SIR: Eight refugees came off to the *Winona* at 8 a. m. to-day. They left Mount Pleasant at 2 a. m. I learn from them that the steamer *Ada* ran the blockade at the Santee River, and is now at McClellanville, about to take in a cargo of cotton; 110 bales have already been brought to her. I perceive by consular dispatches that the *Ada* was at Glasgow on the 8th of January, 1864, and about to leave for one of the blockaded ports. She is a screw steamer of 220 tons, speed 12 knots. As beyond doubt she will be ready to run the blockade again in a day or two with a full cargo of cotton, I would respectfully request that this vessel may be ordered off the Santee to watch her. I learn that the *Ada* is only 7 miles up the river, and that there are no batteries. I can cut her out with my boats. To make sure of it, I would like to have a tug drawing about 6 feet of water to tow the boats in as near as possible and to be ready to cover them in case they should be driven off.

I am, respectfully, your obedient servant,

A. W. WEAVER,
Lieutenant-Commander.

Commodore STEPHEN C. ROWAN, U. S. Navy,
Commanding South Atlantic Blockading Squadron,
Flagship New Ironsides, Charleston Harbor.

P. S.—I consider the cutting out of the *Ada* to be practicable without the aid of a tug, and I hope I may be allowed permission to do so.

A. W. W.

Report of Lieutenant-Commander Weaver, U. S. Navy.

U. S. S. WINONA,
Off Suwanee [Santee] River, South Carolina, March 25, 1864.

SIR: In obedience to your order of the 21st instant, directing us to proceed off the Santee River and to prevent the steamer loading at McClellanville from going to sea, and to use such efforts to capture said steamer as might best meet that and consistent with safety, I have to report that I left Charleston Harbor in this vessel on the morning of the 23d instant and arrived off the Santee at 5:30 p. m. of the same day. After making a careful reconnoissance of the north and south mouths of the Santee, I decided that there must be the deepest water in the latter, and anchored this vessel as near there as was prudent. At sunset I started a boat expedition, in command of Acting Master E. H. Sheffield, executive officer of this vessel, consisting of the gig, second and third cutters, Acting Ensign William McKendry in charge of one cutter and Acting Master's Mate L. A. Cornthwaite in charge of the other, Acting Second Assistant Engineer William J. Barrington, Acting Assistant Surgeon Charles Little, and 21 of the crew. I gave Mr. Sheffield orders to proceed up the Santee, and if he discovered the steamer *Ada* to either destroy her or bring her out. At 4 a. m. on the 24th the expedition returned, Mr. Sheffield reporting that he went 12 miles up the river; passed a village 11 miles up; on the right bank saw two wharves and several warehouses, but no vessel. The

party was not discovered. At 11 a. m. communicated with the U. S. S. *Paul Jones*. I learned from her pilot (a colored man and familiar with the country) that McClellanville is a small village, on a salt water creek that makes into the sea just to the northward of Cape Romain, about 8 miles distant. I started for the above-mentioned creek at 4 p. m. and anchored the *Winona* in 16 feet of water near there at 5 o'clock. I again started the expedition with the same officers and men. Having learned that the country on either side of the creek up to the village was nothing but a marsh, I ordered the officer in command to so time it as to arrive there on the commencement of the ebb tide and to reconnoiter the first firm ground well before proceeding farther. At 6 o'clock p. m. the expedition returned. Acting Master Sheffield reports that in consequence of the darkness of the night and the many bayous making into the creek, it was with great difficulty that he kept in it; in fact, several times lost his way. At 6 o'clock this morning he discovered the village and a steamer lying at anchor off the bank, it being by that time broad daylight, and being fearful that he had been discovered, he determined to attempt the capture of the steamer. The boats got within a few hundred yards before they were perceived by the enemy. At this time a large number of men was seen rushing about the steamer's deck, and a boat was lowered. Immediately after the gig and second cutter boarded her on the port side, the third cutter running across her bow, intercepting a boat which had the captain in her, and forcing him to return aboard. The surprise was complete, and in five minutes the captain and crew were disarmed and below decks with a sentry at each hatch. There being no indications of a battery, Mr. Barrington at once started fires. The chain was hove short, but she was so fastened with stern moorings that the chain could not be slipped, and they proceeded at once to cut it with cold chisels. Soon after a masked battery of three rifled guns (supposed to be about 12-pounders) opened on the steamer at short range, the shot striking about amidships, going in one side and out of the other, one shot penetrating the steam drum and another the boilers, destroying tubes, etc. In fact, they had the range so perfectly that their shot completely riddled her. They were evidently prepared for an attack, as they had a target placed ahead and one astern of her, and even determined to disable her in case she was boarded. At this time it was broad daylight, and as by remaining longer there would have been great danger of having the boats sunk, Mr. Sheffield had all the arms passed into them and reluctantly withdrew, feeling assured that the capture of our small force would have been the result had he not done so.

The steamer proved to be iron, with scarcely any woodwork about her; what little there was of an inflammable nature about the vessel was wet, as it was raining heavily at the time. In consideration of this and the fact that there was no cargo on board, it was deemed best not to attempt to fire her; in fact, to have remained five minutes longer would have imperiled the lives of the whole party, the enemy's fire being so severe. The steamer is not the *Ada*, as supposed, but the *Little Ada*, of Glasgow, commanded by a Baltimorean named Martin. He remarked to our officers that they had done their work well, and asked only to be treated "as a gentleman and as a prisoner of war." No sooner did the boats leave, however, than this same man opened a fire on them from a small Whitworth gun which the *Little Ada* had

mounted on her deck, and this fire was kept up some time after the batteries had ceased theirs, shrapnel bursting near the boats when they were a long distance off.

I can not speak in too high praise of the conduct of the officers and men, with but one exception—Charles M. Muldoon, an ordinary seaman, an Englishman, and a man of no character, who deserted to the enemy. Although there was an abundance of liquor on board and it was offered freely to the men, not one would take it, though they were cold and wet at the time. I was compelled by necessity to include 5 colored men in the party, and they behaved admirably under fire.

In conclusion, I wish to recommend to the favorable consideration of the Navy Department Acting Master E. H. Sheffield, Acting Ensign William McKendry, and Acting Master's Mate L. A. Cornthwaite. Mr. McKendry applied some time since for an acting master's appointment and I think he has well-earned promotion. Acting Assistant Surgeon Charles Little and Acting Second Assistant Engineer W. J. Barrington also deserve much credit for their coolness and zeal.

I am, sir, respectfully, your obedient servant,

A. W. WEAVER,
Lieutenant-Commander.

Commodore STEPHEN C. ROWAN,
Commanding South Atlantic Blockading Station.

Abstract log U. S. S. Winona, Lieutenant-Commander Weaver, U. S. Navy, commanding.

March 23, 1864.—At 4:35 p. m. made Georgetown light-house. At 5:25 came to anchor. Buoy of Georgetown bearing N. E., Cape Romain S. W. by W. Preparing an expedition for the river. At 6:55 p. m. the boat expedition, consisting of the gig, first and second cutters under command of Acting Master and Executive Officer E. H. Sheffield, with 4 officers and 19 of the crew of this vessel, started for the south mouth of the Santee River for the purpose of ascending the river as far as McClellanville to capture the steamer *Ada*, supposed to be at that place, having run the blockade.

March 24.—At 3:45 a. m. the boat expedition returned, having ascended the Santee River about 12 miles farther than would be practicable for a vessel to go, discovering no steamer. When about 11 miles up passed a village on the right bank, two wharves and several houses were seen, but no vessel. Eight feet of water were found on the bar at high water, and the water fresh as far as the mouth. It is believed the party in making this valuable reconnoissance were not discovered, as they were not molested. At 5:45 p. m. an expedition in command of Acting Master and Executive Officer E. H. Sheffield, consisting of the following boats, officers, and men: Gig, second and third cutters, Acting Ensign William McKendry, Acting Master's Mate L. A. Cornthwaite, Acting Assistant Surgeon Charles Little, Acting Second Assistant Engineer William J. Barrington, and 21 men of this vessel's crew left the ship to ascend the Suwanee [South Santee] River for the purpose of capturing the steamer *Little Ada*, having run the blockade. At 11 p. m. saw the reflection of a large fire off our port beam bearing N. N. W. per compass.

March 25.—At anchor off the mouth of the Santee River. At 5:30 p. m. got underway and stood inshore, and at 5:50 anchored in 16 feet of water; at the same time discovered the boat expedition returning. At 6 Mr. Sheffield, acting master in command, reported having ascended the Suwanee [South Santee] River as far as McClellanville, where a steamer was discovered moored alongside the bank. This was about 6:30 a. m. and it was determined to board her. All the boats immediately fell into line, pulled directly for her, boarding her on the starboard quarter at the same time, cutting off the retreat of the captain and crew who were attempting to escape to the village in their boat. Immediate possession was taken of the vessel and Mr. Barrington, Acting Second Assistant Engineer, was ordered to get up steam. Fires were lighted accordingly and the chains were got ready for slipping. The tide running flood it was impossible to tow her with boats. Steam was nearly ready when a masked battery opened fire from the village with 12-pounder rifled Whitworth guns, every shot taking effect in the hull, going clean through and through her near the water line. Our boats being alongside, fearing they would get shot through, rendering our retreat impossible, it was determined to leave her, as she was now completely riddled. It was impossible to fire her as she was of iron; the wood that was about her was perfectly water soaked, it having rained hard all night. Our arms were passed into the boats and the retreat made in good order. When about 100 yards off, her captain and crew opened fire on the boats with shell and shrapnel from a 6-pounder Whitworth rifle gun mounted on her deck and kept it up very rapidly until the boats were out of range, the shot striking within a few feet, but no one was hit. The whole party returned except C. M. Muldoon, seaman, who deserted to the enemy, taking his arms, consisting of a Colt revolver and a cutlass.

Letter from the Secretary of the Navy to Commodore Rowan, U. S. Navy, regarding failure to destroy the steamer Little Ada.

NAVY DEPARTMENT, *April 14, 1864.*

SIR: The Department has received the report of Lieutenant-Commander A. W. Weaver, dated the 25th ultimo, and forwarded through you, of an expedition dispatched by him into the Santee River to capture or destroy a steamer reported to be loading at McClellanville.

It is a pity that an expedition so well conceived and conducted with such perseverance should not have been provided with fire balls to set the steamer on fire below, in case she could not be brought out. A few pounds of powder would have disabled the machinery of the steamer entirely. The captain should have been brought off. For want of due preparation, the steamer is doubtless very little injured.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore S. C. ROWAN,
Comdg. (pro tem), S. Atlantic Bkdg. Squadron, off Charleston.

Additional report of Commodore Rowan, U. S. Navy.

No. 155.] FLAGSHIP NEW IRONSIDES,
Off Morris Island, April 20, 1864.

SIR: I have the honor to acknowledge the receipt of the Department's communication of the 14th instant, relating to an expedition fitted out by Lieutenant-Commander Weaver, of the *Winona*, for the capture or destruction of the steamer reported to be at McClellanville, S. C.

When I ordered Lieutenant-Commander Weaver on this service, I had a conference with him, and directed that the first step to be taken was to ascertain where McClellanville is, which could only be done by a reconnoissance in armed boats. The boats were to be perfectly equipped, and provided with combustibles in case the vessel was found, and the commanding officer thought it prudent to cut her out, or in case of failure to bring her out, to destroy her by fire.

The boats were so equipped by Lieutenant-Commander Weaver, and the expedition only failed of success by too great confidence in its ability to bring the vessel out.

After the vessel was gallantly carried and the prisoners (more numerous than our own party) had been secured in the two ends of the vessels, the attention of the commanding officer of the expedition appears to have been solely given to get the vessel out. He did not apprehend an attack from artillery, and felt confident of being able to resist infantry.

Under this impression he went to work manfully to get up steam and heave up the anchor, forgetting to place his combustibles, stating as an excuse, that had he so placed them in the two ends of the ship, the only combustible portion of her, he feared he would have destroyed the prisoners.

The engines could have been easily destroyed by breaking the cylinders with sledge hammers, always to be found in the engineer's department, but the engineer was too intent upon getting up steam to prepare for this before the enemy's battery of three fieldpieces opened on the ship.

It is a pity, as the Department justly observes, that an expedition so well conceived and conducted with such perseverance should not have been crowned with entire success.

Had the vessel been destroyed or captured, it would have afforded me great pleasure to call the attention of the Department to the gallantry of Acting Master E. H. Sheffield and all the other officers, with a view of recommending them for promotion.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blkdg. Squadron ad interim.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Gaillard, C. S. Army.

HEADQUARTERS POST,
McClellanville, S. C., March 25, 1864.

CAPTAIN: I respectfully report that about 7:30 o'clock this morning Lieutenant P. C. Drake reported to me that three barges laden with

Federal troops had approached the steamer *Little Ada* and had taken possession of the vessel. I immediately ordered Company M under arms and placed my section of artillery in the most available position, distant about 1,200 yards from the vessel. I soon discovered that they were making preparations to carry the vessel out, and I ordered the guns to be fired upon them, with such effect as to compel them to abandon the vessel. Twenty-one shots were fired, 5 of which took effect.

During the engagement the chief engineer of the vessel was slightly wounded in the head and leg by splinters from the side of the vessel, and one of the enemy was wounded in the head and captured. The vessel was not materially injured, and as soon as I could send a detachment on board they went in pursuit of the enemy, but did not succeed in overtaking them.

The result of to-day's firing has convinced me that vessels entering at this place can be successfully protected by rifle guns, and I respectfully ask that the application for my rifled section at Mount Pleasant be made again.

Respectfully,

C. GAILLARD,
Captain, Commanding Post.

Captain WILLIAM GREENE,
Assistant Adjutant-General.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, recommending the use of small steamers supplied with calcium lights as protection against torpedoes.

NAVY DEPARTMENT, *March 24, 1864.*

SIR: In connection with the recent destruction of the *Housatonic* by a submarine torpedo, the following suggestion has been made to the Department:

The security of our vessels against similar destroyers would be much enhanced by having some small steamers constantly steaming guard in the vicinity of where the torpedo boats would come out. Each steamer or tug to be supplied with a powerful calcium light, by which the enemy would be discovered and run down. Of a bright, moonlight night of course the light would not be needed.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Report of Commodore Rowan, U. S. Navy, transmitting request of Major-General Gillmore, U. S. Army, for the services of a young naval officer to outfit and command transports attached to his command.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, March 25, 1864.

SIR: I herewith enclose extract from a communication just received from Major-General Q. A. Gillmore, and desire respectfully to state,

for the information of the Department, that I have acceded to his request, and have ordered Acting Ensign Hanford to report for temporary duty to the major-general, commanding Department of the South.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blkdg. Squadron ad interim.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure—Extract.]

HEADQUARTERS, DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., March 21, 1864.

SIR: I have now in use in this department five armed steam transports, their service being chiefly picket duty. They are also used for transportation or convoys along those of our inland routes of communication when there is danger of meeting the enemy and for scouting. These operations are not deemed important enough to call for the cooperation of your branch of the service.

I have experienced, as you well know must be the case, the inconvenience of having no officer possessing sufficient experience to properly outfit and command such vessels. My steamboat masters are citizens, and know nothing of artillery. My artillery officers are not sailors, and are not acquainted with naval gunnery.

It would be of advantage to this army if I could avail myself of the services of one of the young officers of your squadron for the duty above indicated.

I take the liberty of suggesting Acting Ensign William C. Hanford, now executive officer of the U. S. brig *Perry*, on the Fernandina station, as a most suitable officer for this duty from his large experience in similar service to that above designated in our western rivers under Admiral Porter.

If you will order him to report to me for temporary duty, I will esteem it a favor.

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Very respectfully, your obedient servant,

Q. A. GILLMORE,
Major-General, Commanding.

Commodore ROWAN,
Comdg. South Atlantic Blkdg. Squadron, off Charleston, S. C.

Letter from Commodore Rowan, U. S. Navy, to Major-General Gillmore, U. S. Army, acceding to his request for the services of a young naval officer.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, March 25, 1864.

GENERAL: I am in receipt of your communication of 21st instant, by which I am informed that you have experienced "inconvenience by having no officer possessing sufficient experience to properly outfit and command the armed transports now being chiefly used by you for picket duty," and you desire to "avail yourself of the services of one of the young officers of the squadron for the duty indicated."

It affords me great pleasure to accede to your suggestion, and I have, therefore, ordered Acting Ensign William C. Hanford, of the U. S. brig *Perry*, to report to you for temporary duty, as you have requested.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Major-General Q. A. GILLMORE,
Comdg. Department of the South, Headquarters Hilton Head.

Letter from the Secretary of the Navy to the President of the United States, urging immediate measures for supplying seamen for the Navy.

NAVY DEPARTMENT, *March 25, 1864.*

SIR: I have the honor to submit for your perusal and such action as you shall order the enclosed communication* from Commodore S. C. Rowan, in temporary command of the South Atlantic Squadron, and in doing so I beg leave to represent the necessity of prompt and efficient measures for supplying seamen for the Navy. The unfortunate policy pursued of entirely ignoring the naval service in the enrollment act and the omission to remedy these difficulties by authorizing or directing that enlistments in the naval service should be credited to the seaports or towns have had the effect of so weakening and crippling the service that the Department has been unable to carry out its arrangements and dispatch vessels on foreign service for the protection of our commerce; even the blockade itself is in danger of becoming impaired and ineffective.

I had the honor of submitting this subject to you last autumn, after having had several interviews with the Secretary of War, for it was obvious that the tendency of the law and the action of the Government, by high bounties to soldiers, by refusing to give to the respective localities credit for naval enlistments, by enrolling all seamen and subjecting them to draft for the Army, would be to weaken the Navy and that it would be difficult to sustain it.

The numerical wants of the naval service are small as compared with the Army, and the class from which they are to be drawn is limited, but a sailor is an expert and worth vastly more to the country when afloat than he can be in the Army.

You interested yourself in the subject last fall, but the averseness of the War Department to adopt any measures on the subject and the near approach of the session of Congress caused the matter to be delayed. When Congress assembled a disposition was manifested to remedy existing evils, but the tardy action of that body prevented immediate relief. The remedial legislation has not yet been effective, and I am apprehensive the regulations adopted, which are to be carried out by the army officers and provost-marshals, and not by naval officers, will be found inadequate for the emergency.

We have now over thirty vessels without crews, and the number is increasing. The times of the men on the blockade are expiring more rapidly than we can procure enlistments, and unless some extra-

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*See p. 370.

ordinary measures are adopted, we shall be compelled to withdraw vessels from the squadrons for the want of men to man them.

Whether the provision that the bounty paid for the soldier shall be deducted from the prize money of the seaman who is transferred deters those in the Army from enlisting as sailors; whether their officers dissuade them from leaving the Army, or whatever may be the cause, the fact is brought home that the naval service is becoming destitute of men to man our ships.

I would suggest that the emergency is such as to justify, and I think demands, the immediate detailing of 12,000 men from the Army for naval service; that in this detail mariners, or those who have had sea experience, be preferred, and that there shall be no requirement to repay the bounty that may have been received from prize moneys. Unless a transfer of ten or twelve thousand be forthwith made from the Army the blockade is in danger of becoming ineffective. The condition of affairs in the South Atlantic Squadron, stated by Commodore Rowan, is but an exhibit of all our squadrons, and the emergency admits of no delay. Earnest Executive action is necessary. A month has elapsed since we had Congressional action, but not a man has been transferred and no reports have been made to this Department that any are in the process of transfer; in the meantime, many applications have been made to the Navy Department for transfer. We must have the men or our ships of war will of necessity go out of service.

I have the honor to be, sir, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

THE PRESIDENT OF THE UNITED STATES.

Loss of the U. S. bark Kingfisher in St. Helena Sound, South Carolina, March 28, 1864.

Report of Commodore Rowan, U. S. Navy, transmitting report of Acting Master Dutch, U. S. Navy, commanding U. S. bark Kingfisher.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, April 2, 1864.

SIR: I enclose for the information of the Department copy of the report of Acting Master J. C. Dutch, of the U. S. bark *Kingfisher*, by which it will be seen that the vessel grounded on Combahee Bank, in the sounds of St. Helena, and will, I fear, prove a total wreck.

I have given the necessary orders to save the ship, if possible, and if not, to save all the public property which is movable.

As soon as the fate of the ship is decided and the opportunity offers I shall order an investigation or court of enquiry.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Dutch, U. S. Navy, commanding U. S. bark Kingfisher.

OTTER ISLAND, SOUTH CAROLINA,
March 30, 1864.

SIR: I have the misfortune to state that the *Kingfisher* is aground on Combahee Bank. I got underway on the morning of the 28th, with a view of moving around into Coosaw Channel. She took bottom about two hours before high water, and before I could get anchors astern she had grounded so hard I could not start her. As soon as she grounded she commenced making water freely. Commenced lightening her at once, keeping our pumps at work the while, and used every effort to heel her off, but without avail. At 12 o'clock I sent an officer with a dispatch to Captain Reynolds. Continued to work getting stuff out of the ship until 9, or half past, at which time the water was above the berth deck on the starboard side. Mustered all the people in the boats and came ashore on this island, as it was so rough we could not longer work our boats, and as the ship was filling could not stay aboard. I went to the ship again at 11 o'clock, being high water; found she had not changed her position in the least, and was full of water.

Captain Davis, of the *Larkspur*, reported to-day at 1 o'clock. He can render us no assistance whatever on the ship, as the tide ebbs and flows in her. She is so embedded in the sand that she does not move at any time of tide. She is heeled so much that her starboard guns and bulwarks are entirely under at high water. At low tide there is about 6 feet of water alongside. I do not believe the ship can now be got off without the use of steam pumps and a vessel alongside to keep her afloat. The vessel commenced filling at about half flood, or when the tide had risen 2 or 3 feet above the copper on the starboard side. She has never thumped or rolled, or anything of the kind, to start a leak; do not believe there is a timber or sheet of copper started. We can save everything that can be saved with our boats, except her 4 broadside guns, anchors, and chains. These perhaps might be saved with suitable scows, but as the ship is heeled over so much do not know as it could be done there—certainly not unless the water is perfectly smooth. We unbent all the sails and slung the Parrott rifle ready for hoisting into the boat this morning, but the weather is so rough we can not do so this tide. As soon as I get the rifle ashore will try and get her spars down. I do not believe the ship will break up or change her position, but bury herself in the sand.

Captain Davis has gone up the Ashepoo to take the ordnance and other stores out of the schooner, as she was loaded so deep we could not keep her down here in this rough weather. Shall fill the *Larkspur* up with paymasters' and other stores, and dispatch her to Port Royal at once. Shall keep a double crew on board the schooner for blockading purposes, and keep a strong picket force on the upper part of the island. We keep our rifles and small arms loaded, ready to defend ourselves in case of attack. We consider ourselves perfectly safe, and have provisions for twenty or thirty days.

With the schooner, launch, and howitzer, together with our riflemen, shall do the best blockade duty we can until further orders.

I am, very respectfully, your obedient servant,

JNO. C. DUTCH,
Acting Master, Commanding.

Commodore S. C. ROWAN,
Commanding South Atlantic Blockading Squadron.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., April 4, 1864.

SIR: I forward herewith a copy of the last letter from Captain Dutch, of the bark *Kingfisher*, and as he now has a schooner with a powerful steam pump on board, and a steam derrick, he has sufficient means to get the vessel afloat if she can be got off at all.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander, Commanding Naval Depot.

Commodore S. C. ROWAN,
Commanding South Atlantic Blockading Squadron.

Detailed report of Acting Master Dutch, U. S. Navy, late commanding U. S. bark Kingfisher.

U. S. S. OLEANDER,
At Sea, April 7, 1864.

SIR: It becomes my duty to report in detail the facts in regard to the loss of the U. S. bark *Kingfisher*. I wrote you on the 23d March in relation to the order of Rear-Admiral Dahlgren, No. 20, date February 19, requiring all vessels on inside blockade to go out and keep underway during the night until such time as a torpedo could be constructed, etc. I stated that the situation of St. Helena Harbor was such that we could neither go out nor keep underway inside with safety; that the rapidity of the tide and roughness of the sea, together with the almost constant working of our anchors, would render a torpedo catcher, ordinarily constructed, of no avail, but if you desired I would moor the ship in Coosaw Channel, between Combahee and Pelican banks, where we could guard and our guns cover entrance to Ashepoo and other rivers quite as well as where we were then anchored, and that we should be safe from torpedoes, as they could only be expected from the mainland by Ashepoo River.

Wishing to take every precaution, and get the ship into the safest position possible, I decided to moor her at once, as, not having regular communication with you, it might be two or three weeks before your instructions on the subject could be received. Accordingly, on the morning of the 28th, at 9:45, got underway and stood down channel under topsails, foresail, jib, and spanker, having all the officers and men at their stations, a careful hand at the lead, and also the schooner *Wild Cat*, in charge of Acting Ensign Nelson, running ahead of the ship and sounding the channel, with instructions to let me know if he found less than 4 fathoms water. The wind at this time was light from the northward and eastward, the water smooth, and the ship having 3 or 4 knots headway; tide about half flood. We carried from 4 to 6 fathoms water until off the S. E. point of Otter Island, and the black buoy on the lower end of Combahee Bank bore about S. by E., 600 or 800 yards distant, when we shoaled the water suddenly, from 4 to 3½ fathoms; put the helm hard astarboard; ship luffed very slowly. Braced up after yards, hauled aft the spanker sheet, and raised the jib sheet; at the same time Mr. Nelson made a signal for us to luff; at next cast of lead got 3 fathoms, and the second or third cast 2½, and before another cast could be taken the ship took bottom very lightly.

Commenced falling off; let go port anchor and paid out 5 or 6 fathoms chain to prevent her swinging farther on, wind and tide being on port beam. Run two stream hawsers astern and dropped anchor in 6 fathoms water, and tried to heave off (without success). Sounded pumps at 10:30, found 28 inches water in the hold; 10:45, 32 inches, and at 11 o'clock, 3 feet. Started pumps and commenced clearing magazine at once, there having been a bad leak in the magazine well ever since I took command, reports of which I have frequently made. Continued working pumps, heaving on our hawsers, and sending magazine stores on board the schooner *Wild Cat* until 12 m., when, finding the tide leaving us and our anchors coming home, ceased heaving and put everybody to work lightening ship. Sent Acting Ensign Chapin to Port Royal overland with a dispatch to Captain Reynolds. Having got all the ordnance stores on board the schooner that she could safely carry, commenced landing on Otter Island. This was very slow and tedious work. Having at this time a fresh breeze from E. S. E., sea rough, and very small and leaky boats, as the tide left the ship started guns from side to side to keep the ship on an even keel as long as possible. At 1:30 listed her a little to starboard, so that she might heel to leeward; at this time there were 35 inches water in the hold, and port pump choked; 4 p. m. sent the carpenter to close all air ports. After he had reported this done, told Master-at-Arms Luther to examine them himself on berth deck. The wardroom was examined by an officer, the cabin by myself.

6 p. m. Fresh gale, tide rising, and when the water was 1 foot above berth-deck beams outside it was 5 or 6 inches below them in the hold. When the water was 1 foot or 15 inches above the sheathing, the ship commenced filling very rapidly, making it impossible to work longer in the hold. I ordered the berth deck, yeoman's room, and armory to be cleared of everything movable, paid out chains overboard, and buoyed them, and continued at work saving property and lightening ship in every possible way until 9 p. m., when the gale was so strong and sea so rough we were unable to work our boats any longer. Mustered all hands in the boats, placing in each boat a lantern, so that we could keep company and assist each other in case of accident. Landed on Otter Island and removed all the property to a place of safety, set a guard, and all hands went to supper. Up to this time, 10 p. m., work had not ceased for a moment for rest or refreshment. At 11 o'clock I returned to the ship, it then being nearly high water. She was lying on her starboard bilge, the starboard guns and bulwarks under water.

On the 29th, at 5 a. m., sent Acting Master Rhoades to the ship with the only two boats. He slung the Parrott rifle and hoisted it up out of water, and with a few articles of stores returned to the island. I sent the schooner up Ashepoo River, as it was so rough and she so deeply laden that she could not remain at her anchorage with safety; put 12 men on board of her, armed with rifles to protect her in case of attack. Having such large amount of powder and loaded shell on board, told Mr. Nelson not to fire his howitzer if he could defend his vessel in any other way. I kept 18 men on picket by night and 6 during the day, on the upper end of Otter Island.

At 11 o'clock on the 30th steamer *Larkspur* came in; at 12 m. sent her up the river to take the ordnance stores out of the schooner, considering it dangerous to keep them in her on Otter Island.

On the morning of the 31st, at 6 a. m., launched all boats and went to the ship; brought on shore Parrott rifle and several loads of stores and materials; 7:30 steamer *Larkspur* went to sea; sent Mr. Nelson as pilot; moved the schooner down and anchored her near the ship to prevent anyone boarding her in our absence.

April 1 all boats and men employed from 6 until 12 m., when it became so rough, together with heavy rain, we could do no more. At 11 a. m. steamer *Oleander* arrived. April 2 I went off to the ship; gale was so strong from W. S. W. could do nothing. On the 3d found the ship settling in the sand, and so much careened over that the starboard guns were barely out at low water; got the *Oleander* alongside and put our guns on board. At 6:30 p. m. steamer *O. M. Pettit*, with derrick *Wallace* in tow, came to anchor, the wrecking schooner *Mountain Home* arriving about the same time. On the 4th got the *Wallace* on the port side of the ship and schooner *Mountain Home* on starboard side, with heavy purchases from mastheads of each, hoping to right the ship up and pump her out. The *Wallace's* steam pumps worked well for several hours while the tide was low; could gain nothing on the water in the hold. The schooner could not work her pumps, owing to defective machinery. Considering it my duty to use every means at hand for the safety of the ship, chartered this schooner at the rate of $250 per day for every twenty-four hours employed. Finding I could neither right the ship up nor pump her out, and that the schooner could render us no assistance, discharged her at 12 m. She was alongside six hours; do not consider her entitled to any compensation, as she could not work her machinery. We got the starboard chains, stream anchors, and hawsers on board the *Wallace*, and at 3 p. m. anchored her inshore in smooth water. The gale from S. E. was so strong and tide so high could do no more; hauled up all boats. At 6 p. m. the tide was so high as to overflow all our stores and materials, compelling us to remove them to the highest point on the island. Some of the paymaster's stores stowed in buildings were thus damaged, and some of the spars we had taken ashore were carried to sea.

5th. Strong gale from W.N.W.; launched all boats, and tried to pull to the ship. Our boats leaking badly, and wind and tide so strong, found we were drifting to sea; made signals to the steamers to pick us up. Were towed to the ship by the *Wallace;* stripped the ship of everything except lower rigging; put all the material—anchors, chains, etc.—aboard the *Wallace*, and at 3 p. m. went on board the *Oleander* and took off the guns. At 7 p. m. sent an officer overland with dispatches to Captain Reynolds.

At 5 o'clock, morning of the 6th, sent boat howitzer and 7 riflemen with Acting Ensign Chapin on board the *Wallace* to guard and pilot her to Beaufort, with instructions to call on the quartermaster there for a pilot to take her to Port Royal; removed all sails, stores, and materials, except spars and water casks, to *Oleander*. At 3 p. m. steamer *Dai Ching* arrived; reported to Captain Chaplin, giving him full particulars in regard to the *Kingfisher*, with all the information I was able to in regard to the harbor, rivers, and the locality of the enemy nearest the station and all points from which danger could be apprehended. Was ordered by him to detail the officer whom I considered the best pilot and 8 men as crew for the schooner, and take passage with officers and crew for Port Royal on the *Oleander*, in compliance with which,

at 6 a. m. this morning, transferred Acting Ensign Nelson and 8 men to the *Dai Ching*, sent all my men and boats to the *Oleander*, turned over to Captain Chaplin the schooner *Wild Cat*, with tackle apparel and one boat, 24-pounder howitzer with all the ammunition, equipments, and spare articles, and at 10 a. m. left St. Helena Sound in the *Oleander*, on board of which I now address you.

I would state that Captain Reynolds promptly forwarded from Port Royal every assistance I asked for. My officers and men were prompt and energetic in their efforts to save the Government property, losing more or less of their personal effects. I believe that everything has been done that could be under the circumstances to save the ship, her armament, stores, and material, and if any blame or censure can be attached to anyone for this misfortune it must rest entirely upon myself.

I respectfully request that a court of enquiry be ordered to investigate the facts in relation to the loss of the ship.

I am, very respectfully, your obedient servant,

JOHN C. DUTCH,
Acting Master, Commanding.

Commodore S. C. ROWAN,
Commanding South Atlantic Blockading Squadron.

Joint reconnoissance to Chechessee and Colleton rivers.

Report of Lieutenant-Commander Stone, U. S. Navy, commanding U. S. S. Chippewa.

U. S. S. CHIPPEWA,
Port Royal, S. C., March 31, 1864.

SIR: Agreeable to previous arrangement, I got underway this morning, having on board 100 men from the Eighty-fifth Pennsylvania Regiment, under command of Colonel [Joshua B.] Howell, and proceeded on a reconnoissance, in company with the picket tugboat *Thomas Foulkes*, to Chechessee and Colleton rivers. At the mouth of the Colleton River a few men were landed to search the houses on one of the Seabrook plantations, after leaving which, and while proceeding up the river, we were fired upon from the woody bank on the port hand by the enemy's riflemen. The fire was immediately returned by grape, canister, and shell, and I regret to state that two of our men were wounded, one slightly, the other severely, in the arm. We found no obstructions or indications of batteries as far as we went, which I judged to have been about 10 miles. Neither did we see more than 20 men in one body. The usual picket and signal stations were seen at the commanding points.

I am satisfied that there are no obstructions in the Colleton River except at points too high up for this vessel to be carried with safety or efficiency.

Accompanying please find surgeon's report of wounded.

Respectfully, your obedient servant,

EDWARD E. STONE,
Lieutenant-Commander, U. S. Navy.

Commodore S. C. ROWAN,
Comdg. S. Atlantic Blkdg. Squadron pro tem., off Charleston.

[Enclosure.]

U. S. S. CHIPPEWA,
Port Royal, S. C., March 31, 1864.

SIR: I have to report the following as a list of the casualties occurring to-day in the skirmish with the enemy on the Chechessee River, viz:

Michael Gorman, coal heaver, gunshot wound of left arm; very slight.

Edward Reeves, first-class boy (colored), gunshot wound of left arm, near the shoulder, passing through and grazing the humerus, making quite a serious flesh wound.

I am, sir, very respectfully,

H. L. GIBBS,
Acting Assistant Surgeon.

Lieutenant-Commander E. E. STONE,
Commanding U. S. S. Chippewa.

Report of Colonel Way, C. S. Army, commanding sub-district.

HEADQUARTERS HARDEEVILLE SUB-DISTRICT,
March 31, 1864.

CAPTAIN: I have the honor to report, for the information of the general commanding, that at 11 o'clock to-day one gunboat and a tug proceeded up the Colleton River as far as the upper end of Spring Island. Stopping first at Seabrook's settlement, they landed a small party, apparently for the purpose of reconnoitering. The second picket stationed there fired upon them, with what effect is not known. The party returned to the boat after having stolen a gun, a saddle, and some clothing belonging to Mr. Crowell. I ordered Colonel Johnson's cavalry down immediately, but before they could reach the spot the boats had returned.

The enemy have been reconnoitering Foot Point and its vicinity for the last two or three days, usually in small boats, and may possibly intend landing there in force. The general commanding is fully aware of the utter impracticability of holding Foot Point should the enemy design occupying it in force. If anything serious is meant by these movements, their intention must be simply to land and hold the position as a base upon the mainland. The general commanding may rely upon my using all the means at my disposal to prevent and thwart their designs, and upon my giving him prompt information in regard to anything which may occur.

Very respectfully, your obedient servant,

CHARLTON H. WAY,
Colonel, Commanding Sub-District.

Captain JAMES LOWNDES,
Assistant Adjutant-General.

Distribution of vessels of the South Atlantic Blockading Squadron, April 1, 1864.

Vessel.	Station.	Remarks.
Ethan Allen	Murrell's Inlet	
Paul Jones	Georgetown	
Mangham	Cape Romain	
Hope	Bull's Bay	
Wabash	Charleston	Outside the bar.
Canandaigua	do	Do.
Cimarron	do	Do.
Winona	do	Do.
Acacia	do	Do.
Nipsic	do	Do.
Blunt	do	Do.
Sweet Brier	do	Do.
Sanford	do	Do.
Flag	do	Do.
New Ironsides	do	Inside the bar.
Montauk	do	Do.
Lehigh	do	Do.
Sangamon	do	Do.
Nantucket	do	Do.
Adams	do	Do.
Supply	do	Do.
Home	do	Do.
Geranium	do	Do.
Daffodil	do	Do.
Camelia	do	Do.
Clover	do	Do.
McDonough	Light-House Inlet	
Sonoma	Stono	
Racer	do	
Seneca	do	
Memphis	North Edisto	
Kingfisher	St. Helena	
Dai Ching	do	
Wild Cat	do	
Chippewa	Port Royal	
Vermont	do	
Ironsides, jr	do	
Valparaiso	do	
Dandelion	do	
Larkspur	do	
Carnation	do	
Rescue	do	
Houghton	do	
South Carolina	Tybee	
Ward	do	
Patapsco	Wassaw Sound	
Wissahickon	do	
Water Witch	Ossabaw Sound	
Fernandina	St. Catherine's	
Lodona	Sapelo	
Huron	Doboy	
Midnight	do	
Smith	Altamaha	
Paul Jones, jr	do	
	Hampton River	
Stettin	St. Simon's	
Braziliera	St. Andrew's	
Para	Fernandina	
Perry	do	
	Nassau Sound	
Pawnee	St. John's	
Mahaska	do	
Ottawa	do	
Norwich	do	
Unadilla	do	
Columbine	d	
Norfolk Packet	Mosquito [Inlet]	
Passaic	Port Royal	Repairing.
Nahant	do	Do.
Catskill	do	Do.
Philadelphia	do	Do.
Hale	do	Do.
Williams	do	Do.
Pettit	do	Do.
Iris	do	Do.
Jonquil	do	Do.
Mohawk		Hospital.

Distribution of vessels of the South Atlantic Blockading Squadron, April 1, 1864—Cont'd.

Vessel.	Station.	Remarks.
Oleander		Southern station with stores.
Marblehead		North for repairs.
Flambeau		Do.
Potomska		Do.
Harvest Moon		North on special service.

Very respectfully,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Order of Commodore Rowan, U. S. Navy, to Acting Master Collins, U. S. Navy, commanding U. S. S. George Mangham, to proceed to blockade duty off Cape Romain.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, South Carolina, April 2, 1864.

SIR: You will proceed with the *Mangham* under your command to Cape Romain and blockade the principal channel, which runs by the light-house.

You will anchor your vessel as near the light-house as safety will permit and, when opportunity offers, you will reconnoiter the island on which the light-house is, taking care that you do not land, unless sure of no resistance.

Respectfully, your obedient servant,

S. C. ROWAN.

Acting Master JOHN COLLINS, Jr.,
Commanding U. S. Schooner George Mangham.

Letter from the Secretary of the Navy to the Secretary of War, advising the transfer of seamen serving in the Army.

NAVY DEPARTMENT, *April 4, 1864.*

SIR: The Department is informed that there are many experienced seamen in Major-General Gillmore's command who are anxious to be transferred to the Navy under the recent act of Congress. If such a transfer could be effected there, it would be of great public advantage. The Navy Department will be compelled to send seamen to the several blockading squadrons, and if mariners can be transferred from the military forces in the vicinity, transportation both ways will be saved thereby, as well as time, which is very essential. If 1,000 seamen can be transferred from General Gillmore's command to the South Atlantic Squadron, that number will be regarded as 1,000 of the 12,000 to be transferred.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. E. M. STANTON,
Secretary of War.

Report of Commodore Rowan, U. S. Navy, transmitting report regarding deserters and information received from them.

No. 124.] FLAGSHIP NEW IRONSIDES,
Off Morris Island, April 5, 1864.

SIR: I forward herewith, for the information of the Department, copy of a communication received from Lieutenant-Commander Gibson, together with a synopsis of information received from the ten deserters named therein, and

Have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. SONOMA,
Stono Inlet, South Carolina, April 3, 1864.

SIR: I have the honor to report that ten deserters from Battery Pringle, James Island, on the Stono River, were brought on board by our picket boat yesterday morning about 4 o'clock.

A list of these deserters, with the names of the company and battalion from which they severally deserted, their places of nativity, etc., is herewith forwarded.

Also memoranda of the information obtained from them, which will be found to be important.

The information which I expected to obtain by reconnoitering the Stono River, a mile or two, [and] Legaréville, has been given by these people, and General Schimmelfennig states to me that it is corroborated from other sources. I have, however, had the river dragged as far up as Paul Grimball's plantation without finding any torpedoes.

I am, sir, very respectfully, your obedient servant,

WILLIAM GIBSON,
Lieutenant-Commander and Senior Officer Present.

Commodore S. C. ROWAN,
Commanding South Atlantic Blockading Squadron.

Name.	Age.	Born.	Rank.	Company.	Regiment.
Patrick Walsh	22	Ireland	Orderly sergeant	A.	Lucas Battalion.
Mitchell Baar	24	Prussia	Corporal	A.	Do.
Hugh Farly	24	Ireland	do	A.	Do.
Michl. Casey	27	do	Private	A.	Do.
John McGory	25	Virginia	do	A.	Do.
William Maloney	25	South Carolina	do	A.	Do.
George E. Ringold	24	Germany	do	C.	Do.
Fred T. Crak	25	Baltimore	Sergeant	C.	Do.
George Hibbards	23	do	Private	C.	Do.
Charles Seaman	22	do	do	C.	Do.

Memoranda of information derived from deserters received from Battery Pringle, James Island, South Carolina, on board the U. S. S. Sonoma, April 2, 1864.

Battery Pringle.—At the bend of Stono River, above Tom Grimball's plantation, on left bank of the river; contains 8 guns, viz, 1 X-inch columbiad, 1 8-inch columbiad, 2 8-inch navy sheer guns, 2

32-pounder smoothbore, navy, 1 42-pounder rifled (old navy gun reamed out and banded), 1 32-pounder rifled.

Battery Tynes.—On same side, same river, but above Pringle; contains 5 guns, heavy ones.

There is a small earthwork below Pringle; contains no guns; also an earthwork on the right bank of the river near Paul Grimball's; no guns.

Torpedo boats.—Several in number; one of these, about six weeks ago, came into the Stono and remained a few days near Battery Pringle; then went back to Charleston, or rather up the Stono (this is about the time of the attack upon the *Memphis* in Edisto).

Obstructions in Stono.—None, as yet, but the rebels are building a bridge across the river to John's Island. It is partly finished from either side; foundation of piles; bridge substantial.

Sumter, February 17, 1864.—Mounted on Moultrie face, in casemate, 2 X-inch columbiads, 1 42-pounder rifled (probably Brooke gun). On the face toward the city, 1 32-pounder rifled (old gun reamed and banded), 1 42-pounder howitzer, 1 12-pounder howitzer, mounted every night on the parapet and taken down in day.

Fort Ripley (one week since).—A square fort, 70 feet by 70 feet; angles toward Sumter and Charleston; mounts 2 guns, viz, 1 X-inch columbiad, 1 8-inch columbiad (en barbette). The fort is built on piles, and the foundation is weak. Garrison, about 65 men. The guns can be fired in either direction. The fort is not ironclad; walls are of palmetto logs, filled in with bricks and stone; altogether about 15 feet thick.

Batteries around Charleston.—No guns whatever between Fort Johnson and Wappoo Cut; some earthworks.

Batteries in Charleston.—Battery Ramsay, on White Point, 7 guns; on Cooper River side, 5 guns, viz, 1 XI-inch gun, 4 columbiads (heavy); on Ashley River side, 2 X-inch columbiads.

Cooper River.—At Frazier's wharf, 1 600-pounder Blakely. Foot of Laurens street, two batteries: In one, 2 columbiads; in other, 1, and perhaps more.

Ashley River.—Foot of Tradd street, at Chisolm's Mills, 2 X-inch columbiads; no batteries on south side of Ashley.

Obstructions.—One row of piles between middle ground to north side. These are plainly enough visible from Fort Ripley to be counted without use of a glass.

No obstructions whatever except torpedoes between middle ground and south side; channel otherwise entirely clear on main Ship Channel. No obstructions whatever in either Cooper or Ashley rivers. In Ashley is the Savannah Railroad bridge, and just above it is the Long Bridge.

Ironclads.—Three; two that can be used, one undergoing repairs; a third launched, but not plated, and without machinery, boilers being put in. The first two are built like the *Atlanta;* the last is like a frigate, her plating to be 4 inches.

Torpedo boats.—Several cigar-shaped; small funnel, about 20 to 30 feet long; can be sunk nearly under water.

Very respectfully,

WILLIAM GIBSON,
Lieutenant-Commander and Senior Officer Present.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding measures in use against torpedo warfare.

WASHINGTON, D. C., *April 6, 1864.*

SIR: I beg leave to acknowledge the receipt of your communication enclosing a suggestion made to the Department that small steamers with a calcium light would increase the security of our vessels against the rebel torpedo boats.

A calcium light is always kept in operation on board the *Ironsides*, unless there be a good moonlight. I intended also to mount one on each monitor; the trial was made on one of them, but not continued, because the commanding officer thought it a disadvantage.

After a close observation of the one in use, I think it probable that the small angle at which the rays strike the water detracts from its efficiency.

Small steamers are always kept in motion in advance of the picket monitors. As many as six have been on duty in a single night, besides a number of picket boats, making it exceedingly difficult for any object on the water to escape them unnoticed; which is confirmed by the fact that the efforts of the rebels were directed against the *Housatonic*, which was out in the open sea, while the monitors were inside the bar, within range of rebel batteries and infinitely of more consequence.

If any of these torpedo boats should elude the pickets, they will be stopped by the nettings in the vicinity of the ironclads.

There is no remedy for the outside cruisers except to be kept constantly underway, and I should pursue the same course inside with the monitors, but it is impossible at night in channels lined with dangerous shoals and heavy batteries.

With an increased number of steam tugs and some torpedo boats like those of the rebels, added to the measures already taken, I should feel no apprehension whatever from this base style of rebel warfare.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Stone, U. S. Navy, commanding U. S. S. Chippewa, regarding a reconnoissance in May River, South Carolina, April 7, 1864

U. S. S. CHIPPEWA,
Port Royal, S. C., April 19, 1864.

SIR: On the morning of the 7th instant I proceeded on a reconnoissance up May River, accompanied by Colonel Howell, who had with him a detachment of 75 men of the Eighty-fifth Pennsylvania Regiment on board of the picket boats *Thomas Foulkes* and *Croton*. On arriving at the deserted plantation of James Kirk, and within a mile of the town of Bluffton, a landing was effected and the pickets driven in, after an exchange of a few musket shots and two or three from the 30-pounder Dahlgren rifle of this ship. Having found that there were

no obstructions in the river, and that the enemy were not in force at or near Bluffton, we returned to our night station.

Respectfully, your obedient servant,

EDW. E. STONE,
Lieutenant-Commander, U. S. Navy.

Commander WM. REYNOLDS,
Commanding Naval Station, Port Royal, S. C.

Report of Acting Master Gillespie, U. S. Navy, commanding U. S. bark Braziliera, regarding the destruction of a sawmill in Satilla River, April 7, 1864.

U. S. BARK BRAZILIERA,
St. Andrew's Sound, Georgia, April 14, 1864.

SIR: On the night of the 7th instant I took the guard boat up the Satilla River and destroyed a sawmill known as the Penniman's Mills, situated 27 miles from the sound; the buildings were used as a picket station, and men were at work cutting cross pieces for a railway. We landed cautiously and effected our purpose. After exchanging a few shots with the rebels they withdrew, giving us full sway.

Per U. S. S. *Oleander* I send to Port Royal two contrabands that escaped from the main on the 12th.

I have the honor to remain, your very respectful and obedient servant,

W. T. GILLESPIE,
Acting Master, Commanding.

Commodore S. C. ROWAN,
Commanding South Atlantic Blockading Squadron pro tem.

Letter from the Secretary of the Navy to the Secretary of War, requesting the transfer for service in the South Atlantic and Gulf Squadrons of seamen serving in the Army.

NAVY DEPARTMENT, *April 8, 1864.*

SIR: I have the honor to acknowledge the receipt of your letter of the 6th instant, informing me that, as suggested in my letter of the 4th instant, Major-General Gillmore had been instructed to transfer 1,000 seamen from his command to the South Atlantic Squadron.

The necessity for seamen in the West Gulf Squadron, commanded by Rear-Admiral D. G. Farragut, whose headquarters are at New Orleans, is as great as the South Atlantic Squadron, and a similar transfer of 1,000 seamen from the Department of the Gulf to the squadron there would promote the public service. Cost of transportation would be saved, also much time. I have therefore the honor to request that such a transfer may be made, the number transferred to be credited to the 12,000 to be transferred from the Army to the Navy.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. E. M. STANTON,
Secretary of War.

Report of Acting Ensign Dexter, U. S. Navy, commanding U. S. S. Sweet Brier, regarding the chase and escape of a schooner off Charleston, April 9, 1864.

U. S. S. SWEET BRIER,
Off Charleston, April 12, 1864.

SIR: I respectfully submit the following report:

At 6 p. m., April 9, I weighed anchor and stood to the northward and eastward until the buoy on the west end of Rattlesnake Shoal bore N. E. by N., distant about one-half mile, and Breach Inlet N. W., 2½ miles. I then anchored, veering to 25 fathoms of chain, and attached buoy ropes, ready for slipping. At the time there was a strong breeze from the southward, and quite a heavy sea.

At 9 p. m. discovered a vessel to the southward and westward, which appeared to be standing to the eastward under sail. I immediately called all hands to quarters, fired a rocket to the eastward, burned No. 2 Coston, and slipped the chain.

The U. S. S. *Daffodil*, which had been at anchor to the westward, stood within hail, and I informed the captain that a schooner had passed out and was standing to the eastward. The *Daffodil* then started in chase. As soon as we were clear of our chain, I stood east, passing to the southward of the *Daffodil* and losing sight of her in about fifteen minutes. When the schooner passed to the eastward of this vessel we lost sight of her on account of the dark, heavy clouds in that direction.

After standing east about twenty minutes I was obliged to steer more to the southward in order to clear the Rattlesnake Shoal, for I had only 2¾ fathoms of water. As soon as I was clear of the shoal I steered N. N. E., passing within hail of the U. S. S. *Winona* and informing them that a schooner had passed out to the eastward.

After passing the *Winona* I stood N. E. by N. about one-half hour, but could see nothing of the schooner; then headed the vessel back toward the station. In about fifteen minutes after making the signal I repeated it. It is my opinion that as soon as the schooner was out of sight of this vessel she headed to the northward, crossing the Rattlesnake Shoal near the western end, and then kept close to the shore until clear of the blockading fleet.

I think the schooner was between 200 and 300 tons, and had no topmast up.

I think the schooner must have come out of the North or Swash Channel.

I am, very respectfully, your obedient servant,

J. D. DEXTER,
Acting Ensign, Commanding U. S. S. Sweet Brier.

Captain J. F. GREEN,
Comdg. U. S. S. Canandaigua, Senior Officer Outside the Bar.

Report of Commodore Rowan, U. S. Navy, transmitting abstract of information received from contrabands.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, April 12, 1864.

SIR: I herewith enclose, for the information of the Department, abstract of information received from a contraband refugee (Tony

Bryan), who, in company with two other contrabands, was taken on board of the U. S. S. *Sonoma*, in the Stono, on the night of the 11th instant, having been picked up by one of the guard boats of that vessel.

Two of these men (Tony Bryan and Moses Bryan) are house carpenters by trade, and all of them have been shipped as first-class boys on the U. S. sloop *John Adams* for subsequent detail.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

NEW IRONSIDES, *April 11, 1864.*

Moses Bryan, contraband, is a house carpenter by trade. Left his trade in January last, since when he has been employed on the side-wheel transport *Rebel*, which vessel is employed in carrying troops. She carries about 200 troops at a time, who go from Charleston to Sumter, Sumter to Moultrie, Moultrie to Mount Pleasant, from Mount Pleasant to Charleston.

There are sometimes as many as 500 men in Sumter.

They have not filled the boiler torpedoes since the occupation of Morris Island by the United States forces.

There are about 200 troops in Charleston. Detachments were sent to Richmond and Florida in February and March.

Was at Castle Pinckney on Friday (8th). They are putting sand and rocks around it on the outside of the walls, increasing their thickness about 4 feet.

The rope obstructions were made of netted rope, which was anchored so as to swing with the tide.

Has seen two small torpedo boats and one large one, 150 feet long, which carries three guns; has a hole in her bow in order to fire a gun under the water.

One of the small torpedo boats sank on Saturday, 9th, and they were trying to get her up at Chisolm's wharf. Smokestack is 4 feet high, painted white.

S. C. ROWAN,
Commodore.

Abstract log, U. S. schooner T. A. Ward, Acting Master Babcock, U. S. Navy, commanding.

April 12, 1864.—At 5 a. m. discovered a strange steamer bearing north and apparently aground. Sent first and second cutters to her assistance. At 5:45 U. S. S. *South Carolina* sent three boats to the same vessel. At 7:45 a. m. the first and second cutters returned to the *South Carolina* with 25 prisoners from the strange steamer, which proved to be the English steamer *Alliance*, of and from Nassau and bound to Savannah, with a contraband cargo on board. At 8:30 a. m. first and second cutters returned to the prize steamer *Alliance*. At 9:15 sent the gig with 15 men to assist in lightening the prize steamer in order to get her afloat, she being aground.

Report of Commander Reynolds, U. S. Navy, transmitting report of Acting Volunteer Lieutenant Kennison, U. S. Navy, regarding the capture of the steamer Alliance.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., April 13, 1864.

SIR: I forward herewith the report of Acting Volunteer Lieutenant Kennison of the capture of the steamer *Alliance.*

Immediately upon the receipt of this I sent the tug *Pettit* to his assistance through Skull Creek.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander, Commanding Naval Depot.

Commodore S. C. ROWAN,
Commanding South Atlantic Blockading Squadron.

[Enclosures.]

U. S. S. SOUTH CAROLINA,
Tybee Roads, April 13, 1864.

SIR: I very respectfully report the capture by this vessel and the U. S. schooner *Thomas A. Ward* of the steamer *Alliance*, of and from Nassau.

The *Alliance* left Nassau on the 7th of April, ran ashore on Daufuskie Island on the night of the 11th, was taken possession of by our boats on the morning of the 12th.

Most of the crew, 29 in all, including the captain, mates, and engineers, are now on board this vessel.

The pilot, with five or six men, escaped in boats.

The manifest and other papers were destroyed by the captain.

The tonnage, according to her register, is 342 tons.

Have been at work discharging the coal and heavy cargo to lighten her.

Have made every exertion to get her off the last two tides, and think we shall succeed to-day.

Her cargo consists of cases (contents unknown), coils of rope, soap, liquors, glass, and salts.

Have had a large force of men constantly at work on her since the capture.

When she was first boarded, found cases and bottles of liquor strewn about the deck in all directions.

Very respectfully, your obedient servant,

WM. W. KENNISON,
Acting Volunteer Lieutenant, Commanding.

Letter from Major-General Gillmore, U. S. Army, to Commodore Rowan, U. S. Navy, requesting additional naval force for Stono River.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., April 14, 1864.

MY DEAR SIR: In view of the diminished force to be left on Folly and Morris islands, I deem it necessary to request that a strong naval

force be kept in the Stono. One gunboat ought to be kept in Folly River, nearly opposite the Campbell house. I should think that three gunboats (steamers) inside of Stono Bar would suffice.

I have also to request that the *Commodore McDonough* be replaced by another light-draft gunboat inside Light-House Inlet. I will try and get to see you in a day or two.

Very respectfully, your obedient servant,

Q. A. GILLMORE,
Major-General, Commanding.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Report of Acting Volunteer Lieutenant Kennison, U. S. Navy, giving information received from deserters.

U. S. S. SOUTH CAROLINA,
Tybee Roads, April 15, 1864.

SIR: I very respectfully report that the prize steamer *Alliance* made a short run up the river toward Fort Pulaski this afternoon to try her engines. Acting Second Assistant Engineer J. H. Rowe, in charge of engineer's department of this vessel, reports that the engines worked very well, one on high pressure the other on low.

While at the fort, Acting Master Frederic F. Baury, in charge of prize, saw some rebel deserters that had arrived this morning from Savannah.

They stated that the pilot of the *Alliance* arrived at Savannah on the 12th with 10 men. They had made up an expedition to come down last night and attempt to capture the *Alliance*. One of the deserters belonged to the ram (the *Savannah*); she is plated with iron 4 inches thick; in shape she is like the *Atlanta*, has a crew of 130 men, at times 150; have exercise twice a week; will steam 8 or 9 knots. Two other rams are on the stocks, with engines in, ready for plating; there are two small navy gunboats and two army gunboats. The naval force consists of 400 men; the force afloat is under command of Commodore Hunter; force inshore under Commodore Tattnall; General Mercer commands the army forces. General Beauregard's headquarters are at Charleston. No "David" boats are at Savannah, nor torpedoes, except those sunk near the obstructions, which are strong. At St. Augustine Creek have a sort of gate that can be opened and shut. The ram is under command of Captain Pinkney, carries 4 7-inch Brooke rifles. There are six or eight launches belonging to the Navy that will carry 40 men each; have no howitzers. One schooner and one sloop are loading with cotton. They brought several papers; say they have plenty to eat and in want of nothing.

Very respectfully, your obedient servant,

W. W. KENNISON,
Acting Volunteer Lieutenant, Commanding.

Commander W. REYNOLDS,
Commanding Naval Depot, Port Royal.

Distribution of vessels of the South Atlantic Blockading Squadron, April 15, 1864.

Name.	Station.	Remarks.
*Ethan Allen	Murrell's Inlet	
Cimarron	Georgetown	
*Mangham	Cape Romain	
*Hope	Bull's Bay	
Wabash	Charleston	Outside the bar.
Canandaigua	do	Do.
Winona	do	Do.
Acacia	do	Do.
Nipsic	do	Do.
*Blunt	do	Do.
Sweet Brier	do	Do.
Flag	do	Do.
New Ironsides	do	Inside the bar.
Montauk	do	Do.
Lehigh	do	Do.
Passaic	do	Do.
Sangamon	do	Do.
Nantucket	do	Do.
*Adams	do	Do.
*Supply	do	Do.
Philadelphia	do	Do.
Home	do	Do.
Daffodil	do	Do.
Camelia	do	Do.
Clover	do	Do.
Iris	do	Do.
	Light-House Inlet	
Sonoma	Stono	
*Racer	do	
Seneca	do	
Memphis	North Edisto	
Dai Ching	St. Helena	
*Wild Cat	do	
Chippewa	Port Royal	
*Vermont	do	
*Ironsides	do	
*Valparaiso	do	
Dandelion	do	
Larkspur	do	
Carnation	do	
Rescue	do	
*Houghton	do	
South Carolina	Tybee Island	
*Ward	do	
Patapsco	Wassaw Sound	
Wissahickon	do	
Water Witch	Ossabaw	
*Fernandina	St. Catherine's	
Lodona	Sapelo	
Huron	Doboy	
*Midnight	do	
*Smith	Altamaha	
Paul Jones, jr	do	
	Hampton River, Georgia	
Stettin	St. Simon's	
*Braziliera	St. Andrew's	
*Para	Fernandina	
*Perry	do	
	Nassau Sound	
Pawnee	St. John's	
Mahaska	do	
Ottawa	do	
Norwich	do	
Unadilla	do	
Columbine	do	
*Norfolk Packet	Mosquito [Inlet]	
Nahant	Port Royal	Repairing
Catskill	do	Do.
Paul Jones	do	Do.
McDonough	do	Do.
Hale	do	Do.
*Williams	do	Do.
Geranium	do	Do.
Pettit	do	Do.
Jonquil	do	Do.
Mohawk	do	Repairing, hospital ship.
Mary Sanford	do	Do.
Oleander		Southern station with stores.

*Sailing vessels.

Distribution of vessels of South Atlantic Blockading Squadron, April 15, 1864—Cont'd.

Name.	Station.	Remarks.
Marblehead		North for repairs.
Flambeau		Do.
Potomska		Do.
Harvest Moon		North on special service.
Weehawken		Sunk or stranded.
Housatonic		Do.
Kingfisher		Do.

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blkdg. Squadron, ad interim.

Letter from Commodore Rowan, U. S. Navy, to Major-General Gillmore, U. S. Army, regretting his inability to furnish the force requested for Stono River.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, April 16, 1864.

GENERAL: I am in receipt of your communication of the 14th of April, requesting that a strong naval force be kept in the Stono and suggesting that three gunboats (steamers) would be sufficient; also that the *Commodore McDonough* be replaced by another light-draft gunboat inside Light-House Inlet.

In reply I would state that necessary repairs to the *McDonough* rendered her withdrawal from the inlet essential, nor can I at present detail another vessel for that station.

I regret also to add that I have at this time no steamers available for the service required of them in the Stono, but will use my best endeavors to second your suggestion and send a force to that point at the earliest opportunity.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Major-General Q. A. GILLMORE,
Commanding Department of the South.

Report of Commodore Rowan, U. S. Navy, transmitting reports of Lieutenant-Commander Johnson, U. S. Navy, suggesting measures for enforcing a strict blockade between Georgetown and Cape Romain Shoals, South Carolina.

No. 145.] FLAGSHIP NEW IRONSIDES,
Off Morris Island, April 16, 1864.

SIR: I herewith enclose, for the information of the Department, copies of communications received from Lieutenant-Commander A. W. Johnson (marked A and B), by the former of which the Department will perceive that my attention has been called to the best means of preserving a strict blockade of that section of the coast between Georgetown and the northeastern limits of the [Cape] Romain Shoals and the approaches to Bull's Bay.

I am under the necessity of representing to the Department that I have no steamers of light draft that can be spared for such duty, and few that are really efficient for the outside blockade; added to this, the loss of the *Kingfisher* has taken from the material force of the squadron and made it necessary to withdraw the *Dai Ching* from the station, which would otherwise have been assigned to Lieutenant-Commander Chaplin.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. NIPSIC,
Off Charleston Bar, S. C., April 9, 1864.

COMMODORE: I have to report the return of this vessel, to the anchorage off Charleston Bar, from an examination, made by your order, of the creeks and rivers of the coast between Murrell's Inlet and this place. No vessels or other craft were discovered in any of them, save the one mentioned in the recent report of Lieutenant-Commander Weaver.

Having obtained from Commander Duncan the pilot of the *Paul Jones*, off Georgetown, a reconnoissance was made in boats by Acting Master W. L. Churchill, the executive officer, in the vicinity of Cape Romain light-house, and continued during a day and night. The steamer to which you directed my attention has been moored some distance up the creek and above the small battery near McClellanville, which the force of a mere reconnoitering party did not justify either to pass or attack; lights were seen farther inland, which were supposed to be signals. Marsh Island and Light-House Point appear to have been deserted, and Mr. Churchill and company bivouacked at the latter place for the night. Alligator Creek and the entrance to the South Santee River were also examined, and the buoy marking the channel to the Santee found to be still in its original bearings.

I have no doubt that the channels of San [Cape] Romain and Alligator creeks have been and are now used by blockade runners, but of the occupation of the point on which the Romain light-house is located as a means of preventing contraband trade in that direction, I would respectfully submit that, in my judgment, it would not be advisable. Only small vessels can enter this channel, and with it closed, they could as easily avail themselves of those of the North and South Santee rivers. By an inspection of the chart I think you will concur with me in the opinion that two small steamers, of not more than 6 or 7 feet draft of water, with a large vessel cruising outside, would be the best means of maintaining a strict blockade of that section of the coast between Georgetown and the northeastern limits of the Romain Shoals, while another vessel to the left of them would guard the approaches from thence to Bull's Bay.

In bad weather they would find good anchorage and protection from the sea under the land.

A colored man (Thomas Clarke) now on board the *Wabash* has been mentioned to me by the pilot at Georgetown as being conversant with the windings of the creeks about San Romain Point, and Nelson

Dore, last on board the bark *Restless*, for his familiarity with the inside channels of this vicinity and that of Bull's Bay.

I am, sir, respectfully, your obedient servant,

A. W. JOHNSON,
Lieutenant-Commander, Commanding U. S. S. Nipsic.

Commodore S. C. ROWAN, U. S. Navy,
Commanding South Atlantic Blockading Fleet.

N. B.—Mr. Churchill was under the impression that he saw from the summit of Romain light-house a small steamer in Bull's Bay, but as he was not fully assured of the fact, I have not included this in the body of my report.

U. S. S. NIPSIC,
Off Charleston, S. C., April 9, 1864.

COMMODORE: I have to report that on the 4th instant, off Cape Romain Shoals, the *Nipsic* encountered a heavy gale from the E. S. E. and S. E., this being the first trial of rough weather she has experienced. Her behavior therein confirmed the opinion that her present armament should be reduced in weight, as submitted to your consideration in my report of the 31st ultimo. The vessel labored so heavily that I was compelled to keep her up to the sea, as the wind changed its direction, which, fortunately, a sufficiency of sea room enabled me to do; even in this position, her hammock rails were frequently under water and the boats forward nearly torn from their davits; at times she settled deeply and was boarded by the sea over the stern and quarter. I do not regard her altogether a safe vessel in heavy weather with the battery now on board. Large guys to the smokestack, with launches of less weight to the after davits, seem advisable, and I do not consider the patent steering apparatus of the vessel (Reed's) equal, in rough weather, to the old barrel wheel and tiller ropes.

The engines worked most beautifully, and with the alterations proposed the *Nipsic* would be, in every respect, one of the best of her class in the Navy.

Very respectfully, your obedient servant,

A. W. JOHNSON,
Lieutenant-Commander, Commanding U. S. S. Nipsic.

Commodore S. C. ROWAN, U. S. Navy,
Commanding South Atlantic Blockading Fleet.

Report of Commodore Rowan, U. S. Navy, regarding the War Department order for the transfer of mariners serving in the Army.

No. 150.] FLAGSHIP NEW IRONSIDES,
Off Morris Island, April 17, 1864.

SIR: I have to acknowledge the receipt of the Department's communication of the 7th instant, enclosing copy of one from the Secretary of War, to the honorable Secretary of the Navy, by which I am informed that an order has been issued from the War Department for the transfer of 1,000 mariners from Major-General Gillmore's command to the South Atlantic Blockading Squadron.

I learned semiofficially that the major-general commanding the Department of the South had already sent north several regiments containing a number of seamen desirous of transfer to the Navy, and I have written to the commanding general, requesting him to transfer to the Navy all the mariners that are here in the remaining regiments, before they are embarked for the north.

The commanding officer of the naval depot at Port Royal has been directed to confer with the military authorities at Hilton Head, and to receive for subsequent detail the men who may be turned over, in conformity with the directions of the War Department.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,

Commodore, Comdg. So. Atlantic Blockdg. Squad. ad interim.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Commodore Rowan, U. S. Navy, to Major-General Gillmore, U. S. Army, regarding his request that a small gunboat be stationed at or near Beaufort, S. C.

FLAGSHIP NEW IRONSIDES,

Off Morris Island, South Carolina, April 17, 1864.

GENERAL: I am in receipt of a communication from Brigadier-General R. Saxton, addressed to you, with endorsement by yourself, asking for the detail "of a small gunboat to be stationed at or near Beaufort, with orders to cruise in these waters." I regret to say that I have few vessels suitable for such duty in good repair, but will instruct the commanding officer at Port Royal to avail himself of the first that may be completed that can be spared for that service.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,

Commodore, Comdg. South Atlantic Blockading Squadron.

Major-General Q. A. GILLMORE, U. S. Army,

Commanding Department of the South, Hilton Head, S. C.

Order of Commodore Rowan, U. S. Navy, to Acting Master Parker, U. S. Navy, to assume command of the U. S. schooner C. P. Williams.

FLAGSHIP NEW IRONSIDES,

Off Morris Island, South Carolina, April 19, 1864.

SIR: Your orders to the U. S. S. *Mary Sanford* are hereby revoked, and you will report to Commander William Reynolds, commanding naval depot, Port Royal, S. C., for the command of the U. S. schooner *C. P. Williams.*

Respectfully, your obedient servant,

S. C. ROWAN,

Commodore, Comdg. South Atlantic Blockading Squadron.

Acting Master G. W. PARKER,

U. S. S. Mary Sanford.

Report of Captain DeCamp, U. S. Navy, regarding the discovery of a suspicious object in the water supposed to be a torpedo boat.

U. S. S. WABASH,
Off Charleston, S. C., April 19, 1864.

SIR: I have to report that last night, at about 9:45, an object was discovered by Ensign Charles H. Craven, the officer of the deck, on the starboard quarter, distant about 150 yards, which corresponded in shape and movements to the torpedo boat which sunk the *Housatonic*. It moved rapidly up against the tide, till about the mainmast, then, turning, stood directly for the ship.

Ensign Craven opened fire with musketry, beat the gong for the crew to assemble at quarters, rang four bells for the engine to go ahead, opened fire with the watch, with the starboard battery, and gave orders for slipping the chain.

The men rushed quickly to their quarters, the ship moved ahead, the chain was slipped, and when the object was being left in the quarter, distant at the time about 40 yards, a round shot is supposed to have struck it; at all events the second shot struck in its immediate vicinity, and it was seen no more.

One round shot was fired from each of the spar-deck guns on the starboard side, and the crew were kept at their quarters, while with the helm hard aport the ship kept cruising round the spot.

The marines were also stationed along the starboard side, where they could use their pieces to advantage. Signal was made to the effect that "Rams were coming," as that most likely to place the other cruisers on their guard, and soon the *Canandaigua* and *Flag* came up within hail.

Captain Davis, Paymaster Richardson, and Dr. Burbank all saw the object spoken of, which corresponded exactly to the description given of the torpedo boat which sunk the *Housatonic*, except that this had but one elevated place or turret.

I am, sir, very respectfully, your obedient servant,

J. DE CAMP,
Captain.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blkdg. Squadron, off Charleston.

Order of Commodore Rowan, U. S. Navy, to Captain De Camp, U. S. Navy, in view of the discovery of the supposed torpedo "David."

FLAGSHIP NEW IRONSIDES,
Off Morris Island, April 19, 1864.

SIR: I am in receipt of yours of this date respecting a torpedo "David" near your ship last night and its possible destruction by the fire of your battery.

I would suggest the propriety of keeping every other gun loaded with grape for the purpose of firing at these craft.

You also report the loss of an anchor and 70 fathoms of chain. I presume you will recover this, as I take it for granted you had a good slip buoy on your chain.

Respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Captain JOHN DE CAMP,
Commanding U. S. S. Wabash, off Charleston Bar.

Letter from Major-General Gillmore, U. S. Army, to Commander Reynolds, U. S. Navy, regarding transfer of mariners.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., April 19, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of this date, transmitting copy of a letter from the Secretary of War to the Secretary of the Navy, in relation to the transfer of 1,000 seamen from the Army in this department to the South Atlantic Blockading Squadron, and enclosing a list of men whose names have been forwarded as desirous of returning to the naval service.

The order from the War Department prescribing the manner in which these transfers may be made has been duly promulgated to this command, and a general order has been issued from my headquarters calling attention to the same, but as yet not a single application has been sent in in such a manner as I can act upon it. I am making every effort in my power to comply with the orders of the War Department on this subject.

The men mentioned in the list submitted by you, with two exceptions, belong to regiments which have left the department.

I have the honor to be, very respectfully, your obedient servant,
Q. A. GILLMORE,
Major-General, Commanding.

Commander WM. REYNOLDS,
Commanding Naval Depot, Port Royal, S. C.

Special order of Commodore Rowan, U. S. Navy, governing the transfer of mariners from the Department of the South to the South Atlantic Blockading Squadron.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, South Carolina, April 20, 1864.

Section 7, of an act of Congress approved February 24, 1864, provides as follows:

And any person now in the military service of the United States, who shall furnish satisfactory proof that he is a mariner by vocation, or an able seaman or ordinary seaman, may enlist into the Navy under such rules and regulations as may be prescribed by the President of the United States: *Provided*, That such enlistment shall not be for less than the unexpired term of his military service, nor for less than one year. And the bounty money which any mariner, or seaman, or ordinary seaman, enlisting from the Army into the Navy, may have received from the United States or from the State in which he enlisted in the Army shall be deducted from the prize money to which he may become entitled during the time required to complete his military service: *And provided further*, That the whole number of such transfer enlistments shall not exceed ten thousand.

In conformity with which the Secretary of War has ordered the transfer of 1,000 mariners from the Department of the South to the South Atlantic Blockading Squadron.

Not less than two years' sea service will constitute an ordinary seaman, and not less than four an able seaman; and in the absence of other proof the applicant may be required to make oath as to the service he has seen at sea.

Commander William Reynolds, commanding naval depot at Port Royal, is authorized to receive all such men as are transferred to the South Atlantic Blockading Squadron in conformity with the order of the War Department, and will select a competent officer or officers,

together with an examining surgeon, whose duty it shall be to examine all such men so transferred and pronounce upon their qualifications for enlistment, when, if they be found qualified, he will cause them to be shipped for service in the Navy of the United States, agreeably to the provisions of the act of Congress above recited, and retain them subject to future detail, directing a strict compliance with the following requirements of the Bureau of Equipment and Recruiting, viz:

1st. That a note be made on the shipping articles and enlistment returns, showing that the men are received from the Army.

2d. Entering on the enlistment returns, in the column designated for record of honorable discharges, the names of vessels to which the several men are distributed after their shipment. Blanks will be furnished for this purpose.

All men received into the naval service in accordance with the above transfers, must be furnished with complete descriptive lists, containing statements of the pay, bounty, and clothing received and due to them; which lists must be turned over with the men at the time they are delivered at the naval depot.

Both the enlistment returns and shipping articles must be forwarded to the Bureau of Equipment and Recruiting as soon as possible after the shipments are completed through the usual naval channels.

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockdg. Squadron ad interim.

Order of Commodore Rowan, U. S. Navy, to Acting Ensign Halstead, U. S. Navy, to assume command of the U. S. S. Iris.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, South Carolina, April 20, 1864.

SIR: On the arrival of your relief, Acting Ensign B. H. Chadwick, you will consider yourself detached from the command of the U. S. S. *Jonquil* and you will report to me for the command of the U. S. S. *Iris.*

Respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Acting Ensign I. T. HALSTEAD,
Commanding U. S. S. Jonquil.

[Order of same date to Acting Ensign Chadwick, U. S. Navy, to command the U. S. S. *Jonquil.*]

Order of the Secretary of the Navy to Commodore Rowan, U. S. Navy, to report progress on the U. S. S. Keokuk.

NAVY DEPARTMENT, *April 21, 1864.*

SIR: The Department desires to be informed of the progress that is being made in raising the *Keokuk.*

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore S. C. ROWAN,
Comdg. (pro tem.) S. Atlantic Blkdg. Sqdn., off Charleston.

Report of Lieutenant-Commander Parker, U. S. Navy, giving information received from a deserter regarding torpedo boats in the Stono.

U. S. GUNBOAT SENECA,
Stono Inlet, South Carolina, April 21, 1864.

SIR: I have the honor to state that I have this day received on board this vessel Private James Gallagher, a deserter from Company A, Lucas Battalion, artillery, rebel army, and last stationed at Battery Pringle, in the Stono River.

He is of the same company as the 10 men received on board the *Sonoma* April 2, 1864, deserters from the same battery, and is not overintelligent. I have the honor to enclose notes of his examination by myself. The information is substantially the same as that given by the men above named.

He states that there are three of the torpedo boats in the Stono, which are going to operate upon the gunboats here upon the first favorable occasion. We will try and give a good account of them when the attempt comes off. The deserter is herewith forwarded for your examination. General Schimmelfennig desires that he may be sent to him for examination when you have finished with him.

Very respectfully, your obedient servant,

JAMES PARKER,
Lieutenant-Commander.

Commodore S. C. ROWAN,
Commanding South Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to the Secretary of War, transmitting proposition of Rear-Admiral Dahlgren, for combined operations against Sullivan's Island.

NAVY DEPARTMENT, *April 21, 1864.*

SIR: I have the honor to enclose herewith a copy of a letter addressed to this Department by Rear-Admiral Dahlgren. As the hurricanes of July and August are likely to place in great peril the vessels lying off Morris Island, entirely unsheltered as that anchorage is, I invite your earnest attention to this project, as its success will afford an interior position beyond the reach of disaster by storm or the enemy. Morris Island, at present occupied by our troops, has been 4 feet under water in a hurricane.

I have the honor to be, very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

EDWIN M. STANTON,
Secretary of War.

[Endorsement.]

APRIL 22, 1864.

Respectfully forwarded to Lieutenant-General Grant.

H. W. HALLECK,
Major-General, Chief of Staff.

[Enclosure.]

WASHINGTON, *April 21, 1864.*

SIR: As the demands of the public service elsewhere will prevent the detail of more ironclads for service at Charleston, which will necessarily postpone any serious attack on the interior defenses of the harbor, I would suggest that combined operations be directed to the occupation of Long Island, with the view of an attack on the works of Sullivan's Island, to be prosecuted as far as the force ashore and afloat may permit.

If Sullivan's Island can be occupied, it would enable the ironclads to maintain position in the harbor permanently, and in the end to drive the rebels from Charleston.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. G. WELLES,
Secretary of the Navy.

Report of Commander Hughes, U. S. Navy, commanding U. S. S. Cimarron, regarding the destruction of a rice mill in Winyah Bay, South Carolina.

U. S. S. CIMARRON,
Winyah Bay, South Carolina, April 22, 1864.

SIR: Having learned from a contraband whom we picked up on South Island on the 20th instant that the rebels were removing rice from a mill about 5 miles distant to the mainland, I determined if possible to take them prisoners and to destroy it.

This report was confirmed by Prince, our pilot, a very reliable man, who informed me that the rebels had some 15,000 bushels of rice stored in the mill alluded to.

At 10 p. m. of that day I sent an armed expedition of 30 men, in charge of Acting Master John K. Crosby, with Acting Ensign George F. Howes and Acting Master's Mate Edward P. Crocker to assist him, with orders to land at a point about a mile distant from the mill, to lie in wait until the morning, seize the persons employed in loading the flats, destroy the building, and return to the ship. A landing was effected without difficulty, and, guided by Prince, the party reached the mill at midnight and remained quartered there until the following morning, the 21st.

Traces of men, such as footprints, and rice scattered around near the landing of the flatboats, gave unmistakable evidence of their recent presence and of the manner in which they had been employed the day before, but no men were seen, neither were any flatboats discovered. I presume scouts had been stationed on the island to warn them of our approach. They had taken all the rice but about 5,000 bushels, which we had no means of removing, and to prevent it from falling into the hands of the enemy the mill was set on fire and completely destroyed, when the party returned to this vessel.

Very respectfully, your obedient servant,

A. K. HUGHES,
Commander.

Commodore S. C. ROWAN,
Commanding South Atlantic Blockading Squadron.

Report of Acting Master Winslow, U. S. Navy, of the U. S. bark Ethan Allen, regarding the destruction of salt works at Wither's Swash, South Carolina.

U. S. BARK ETHAN ALLEN,
Off Coast of South Carolina, April 22, 1864.

SIR: I have the honor to report, in obedience to your orders, I landed at Wither's Swash* with two armed boat's crews, and throwing out one as pickets, in charge of Acting Ensign J. H. Bunting, with the other destroyed six old long steam boilers set as salt pans, with such portions of the masonry as possible, but leaving the building as a shelter for refugees, as per orders. A man named Asa Chilson made the following communication: That he was a citizen of North Carolina; that he occupied the salt works as a cover to his design of giving himself and a party of 40 others, including one rebel ex-colonel, up to the blockading vessels; that they were in the woods, and he was only waiting for his daughter and certain personal property on the way from his plantation; that he had a quantity of turpentine, which I informed him we could not take; that three weeks from date he would be ready, and when there was no danger he would hold his arms out vertical or make a sign a Mason would understand, as a signal for us to send boats to take him and party on board. He also informed me that five hours previous a messenger had gone for a force of cavalry 13 miles away; so, my work being accomplished, I immediately embarked.

I am, respectfully, your obedient servant,

W. H. WINSLOW,
Executive Officer.

I. A. PENNELL,
Acting Master, Commanding.

Report of Acting Master Pennell, U. S. Navy, commanding U. S. bark Ethan Allen, regarding the destruction of salt works at Cane Patch, South Carolina.

U. S. BARK ETHAN ALLEN,
Off Murrell's Inlet, South Carolina, April 23, 1864.

SIR: I have the honor to submit the following report:

On learning from contrabands I have on board of an extensive salt works at a place called Cane Patch, 12 miles N. E. of this inlet, I got underway on the morning of the 21st instant, with a light breeze, and stood along the coast. When 8 miles from this inlet we discovered one man and two women by an old house on the beach, waving a white flag. I hove the ship to and sent in an armed boat in charge of Acting Ensign William Mero. He landed under the cover of our guns; the three came down to the boat, one of the women handing Mr. Mero a note, telling him that some of their party would like to come off that night. The man being a mulatto, contraband, improved the opportunity of making his escape and came off in the boat. After reading the note, which you will find enclosed, I filled away and stood along the coast. When about 2 miles farther on, I discovered two more negroes on the beach with a white flag; sent a boat and took them on

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*Or Eight Mile Swash.

board. I then proceeded on, arriving off the salt works about 2 p. m. I hove the ship to opposite the works and within easy range. My executive officer being unwell, I left him in charge of the ship. Taking Acting Ensign William Mero and 12 men with me, landed safely near the works. I deployed part of the men as pickets to prevent a surprise, Mr. Mero taking the remainder as a working party to destroy the works. On examination we found the works much more extensive than I expected, they being partly concealed from the ship by a high sand ridge. There were four separate works, each containing twelve large pans, the water being raised from the beach by horse power, leading into a cistern large enough to contain 100,000 gallons, built of timber planked and calked on the inside. There were twelve pans ready for setting, also timber and materials for extending the works to double its size. There were about thirty buildings, three of them large warehouses built of heavy logs, containing about 2,000 bushels of salt, a large quantity of rice, corn, and bacon. One of the warehouses was constructed as a blockhouse, with loopholes on all sides. The salt pans were 6 feet by 4, and from 6 to 18 inches deep, and of cast iron, which were easily broken. After breaking all the pans, making it impossible to repair them, and having no other way of destroying the salt, I had it mixed with sand as far as time would allow, then set fire to all the buildings, also to about 50 cords of pine wood. The buildings, being built of pine logs, were soon enveloped in flames. On landing we discovered two white men and one old negro behind a fence, who immediately gave themselves up. The rest, about 30 in number, took to the woods on our approaching the shore. While we were destroying the works four negroes came out of the woods and assisted us in the work of destruction. Two of them wishing to get their families before leaving, I allowed them to remain; also the old negro who had his cabin near by; his wife being a free woman, he did not wish to leave. Taking the two white men and the other two contrabands, we returned to the ship, arriving on board at 5 p. m., filled away and stood back for the inlet. The wind being light, we made but little headway during the night. At 9 o'clock the next morning we were off Wither's Swash, and saw a man behind the house before alluded to, waving a white handkerchief. I sent the second cutter, in charge of Mr. Mero, and took him on board. His name is Allen Jones, of North Carolina. He reports himself to be a commissary sergeant of the rebel Army. He informed me that the house on the beach had a furnace in it, with boilers for making salt, and that a Mr. Chilson, the owner of the works, was in the edge of the woods and wished to communicate with me. I armed and manned two boats, putting them in charge of Acting Master W. H. Winslow, executive officer, and Acting Ensign James H. Bunting, with orders to destroy all the pans. They landed safely, destroyed the works, and returned to the ship at 11 a. m. We then filled away and arrived off the inlet at 4 p. m. Enclosed you will please find Mr. Winslow's report.

I am, sir, very respectfully, your obedient servant,

I. A. PENNELL,
Acting Master, Commanding.

Commodore STEPHEN C. ROWAN,
Commanding South Atlantic Squadron.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, to resume command of the South Atlantic Blockading Squadron.

NAVY DEPARTMENT, *April 23, 1864.*

SIR: You will proceed to Port Royal and resume command of the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary.

Rear-Admiral JOHN A. DAHLGREN, U. S. Navy,
Washington, D. C.

Report of Lieutenant-Commander Bradford, U. S. Navy, suggesting measures of protection against torpedo warfare.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, South Carolina, April 23, 1864.

SIR: I have recently been thinking of some effectual means to destroy torpedo boats. These boats are known to be musket proof. There are in the several ordnance establishments a number of old blunderbusses and swivels. These, when pivoted, can be directed by hand to any point.

I propose to mount these swivels in the bows of light, fast-pulling boats, one or more to be attached to each exposed vessel, the boats at night to be kept down, swivel pivoted, ready to move in any direction. On the approach of torpedo craft, the boat to pull up to it at once and discharge her blunderbuss or swivel into her, repeating if necessary.

If there are not enough of these swivels ready in the several yards, they could be easily made or purchased. This fleet would require about 100 of them.

The projectile to be discharged should weigh not less than 1 pound. It might be hollow. I have mentioned my views to several officers, and they approve of them very highly.

Our present means of attacking these boats can amount to nothing unless by the accidental hitting of one from a ship's gun or howitzer.

I have the honor to be, your obedient servant,

JOS. M. BRADFORD,
Fleet Captain, South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Ensign Rogers, U. S. Navy, commanding U. S. S. Hydrangea.

NAVY DEPARTMENT, *April 24, 1864.*

SIR: Proceed with the U. S. S. *Hydrangea* off Charleston and report to Rear-Admiral Dahlgren, or the senior commanding officer present, for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Acting Ensign C. W. ROGERS, U. S. Navy,
Comdg. U. S. S. Hydrangea, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Acting Master Lee, U. S. Navy, commanding U. S. S. Wamsutta.

NAVY DEPARTMENT, *April 25, 1864.*

SIR: Proceed with the U. S. S. *Wamsutta* off Charleston, S. C., and report to Rear-Admiral Dahlgren, or the senior commanding officer present, for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master CHAS. W. LEE, U. S. Navy,
Commanding U. S. S. Wamsutta, Philadelphia.

Order of Commodore Rowan, U. S. Navy, to Lieutenant-Commander Miller, U. S. Navy, to assume command of the U. S. S. Nahant.

FLAG-STEAMER NEW IRONSIDES,
Off Morris Island, April 26, 1864.

SIR: You are hereby detached from the U. S. ironclad *Sangamon*, and on receipt of this you will assume the temporary command of the U. S. ironclad *Nahant.*

Respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander J. N. MILLER,
U. S. Ironclad Sangamon, off Morris Island.

Order of Commodore Rowan, U. S. Navy, to Lieutenant-Commander Gamble, U. S. Navy, to assume command of the U. S. S. Sonoma.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, April 26, 1864.

SIR: On the arrival of your relief, Lieutenant-Commander A. F. Crosman, you will consider yourself detached from the U. S. S. *Wissahickon*, and will proceed to Stono by the first opportunity and relieve Lieutenant-Commander William Gibson in the command of the U. S. S. *Sonoma.*

Respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander WM. M. GAMBLE,
U. S. S. Wissahickon.

Combined expedition up the St. John's River, Florida, April 26–28, 1864.

Letter from Brigadier-General Birney, U. S. Army, to Commander Balch, U. S. Navy, senior officer off Jacksonville, Fla.

HDQRS. DIST. OF FLA., DEPT. OF THE SOUTH,
Jacksonville, Fla., April 26, 1864.

SIR: A refugee just arrived from Dunn's Creek states that Dickison's battery, 400 in number, have been near Fort Gates for several

days; that they have raised one lighter at that point and built another, and that he expected to begin to cross the river on Sunday last for the purpose of making a raid toward St. Augustine and stripping all the Union people on that side of the river.

I am about to send up the *Harriet Weed* and *Mary Benton* as far as Fort Gates, and will be pleased to have any support you can give me. Your two small boats might be particularly useful in keeping the river clear of torpedoes behind me.

Very truly, yours,

WM. BIRNEY,
Brigadier-General, Commanding.

Captain G. B. BALCH,
Commanding Naval Forces, St. John's River.

P. S.—The boats will start at 8:30 o'clock this evening.

Report of Commander Balch, U. S. Navy, senior officer off Jacksonville, transmitting report of Lieutenant-Commander Breese, U. S. Navy.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., April 30, 1864.

COMMODORE: I have the honor herewith to transmit the report of Lieutenant-Commander S. L. Breese, commanding the *Ottawa*, relating to an expedition sent up the St. John's for the purpose of capturing a rebel force of 400 cavalry reported to have crossed near Fort Gates, to the east side of the St. John's, their design being to make a raid toward St. Augustine, and also to strip the Union people on that side of the river.

General Birney applied for any support that I could give, and orders were sent up for the *Ottawa* to convoy the troops and give every assistance to the troops, as also to the Union people along the river. The *Pawnee's* launch, under Acting Master Champion, of this ship, was also detailed to accompany the troops.

The steamers and my launch have returned, leaving the troops under General Birney on the east side of the St. John's. Picolata is the point selected by General Birney to embark again, where he will find the steamers ready for him, I suppose, and will be convoyed to this place by the gunboats.

I desire to express my satisfaction at the prompt and efficient manner in which my orders were carried out by Lieutenant-Commander Breese, of the *Ottawa*, and also by Acting Master J. C. Champion, of the *Pawnee*.

I have always found the *Ottawa* ready for service, and the service demanded of her well performed.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Commodore S. C. ROWAN,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Breese, U. S. Navy, commanding U. S. S. Ottawa.

U. S. GUNBOAT OTTAWA,
Off Picolata, Fla., April 28, 1864.

SIR: I have the honor to report that, in compliance with your instructions of the 26th instant, I convoyed in this vessel the steamers *Mary Benton* and *Harriet A. Weed* as far as Dunn's Creek, where General Birney came on board, and after a consultation concluded that I had better return to Palatka, as there was not water enough for me to proceed as far as Fort Gates. After lending him the assistant surgeon, the pilot of this vessel, and supplying Mr. Champion with three days' rations for his men, I turned about and anchored off Palatka. After anchoring I fired three 150-pounder shells in the direction of Old Camp Call, at the general's request.

Palatka is deserted, though I was told that Dickison has about 30 men encamped there.

At 11 a m. to-day the steamers returned to Palatka, not having gone farther than Welaka, where the troops debarked to proceed by land to Picolata, the steamers to meet them there.

On my way up the *Pawnee's* launch captured a sloop boat of about 10 tons, just above the flats. She saw us coming and was run into the bank and attempted to be concealed by throwing bushes over her. The crew had abandoned her.

Enclosed are two letters taken from her. With your permission, I will retain her for a picket boat. Before leaving Palatka I destroyed the scow left by Colonel Barton, and the *Pawnee's* launch destroyed two boats and brought off one.

From what I can learn, there never were more than 400 men in our front when the town was occupied. My men landed and were not disturbed. No hostile demonstration was made, either in going or returning; I saw no troops. Dickison was in Palatka day before yesterday, so his raid with 400 men was a mistake.

Very respectfully, your obedient servant,

S. LIVINGSTON BREESE,
Lieutenant-Commander, U. S. Navy.

Commander GEO. B. BALCH,
Commander St. John's River Flotilla, Jacksonville, Fla.

Additional report of Commander Balch, U. S. Navy, senior officer off Jacksonville.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., May 3, 1864.

COMMODORE: The expedition sent up the St. John's under command of General Birney has been very successful. They did not, however, meet the enemy, supposed to have crossed over at Fort Gates to the east side of the St. John's.

General Birney has not returned, but will, perhaps, to-morrow by way of St. Augustine.

One thousand head of cattle have been captured, some horses, and perhaps other property.

We are progressing with the repairs to the boilers of this ship, and

I am informed by the senior engineer that they will be in as good order as when the ship left Philadelphia sixteen months since.

I have the honor to report all quiet in this vicinity.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Order of Commodore Rowan, U. S. Navy, to Captain Green, U. S. Navy, for a reconnoissance in Dewees Inlet in search of suspected blockade runner.

[NEW] IRONSIDES, *April 27, 1864.*

DEAR GREEN: The army people signaled from Gregg this evening that they saw a blockade runner (steamer) enter Dewees Inlet at daylight this morning.

I wish you would send in there and reconnoiter and ascertain if such is the fact.

You must keep a bright lookout on these inlets. I fear, with their light-draft steamers, they will give us trouble. I give you the report. Do what you think best in the matter.

Very truly, yours,

S. C. ROWAN,
Commodore.

Captain J. F. GREEN.

Report of Lieutenant-Commander Pendergrast, U. S. Navy, giving information received from deserters regarding blockade runners.

U. S. S. WATER WITCH,
Ossabaw Sound, Georgia, April 27, 1864.

Sir: I beg leave to inform you that I have this day received five deserters from Fort McAllister, who report to me that there are at Savannah a small steamer and a schooner now ready to run the blockade. I have by this mail informed the senior officers at Wassaw and Tybee sounds of these vessels. There is another schooner at Southerland's Bluff or Cannon's Creek (Sapelo Sound), and I will take an early opportunity to inform the senior officer at Sapelo Sound of this fact.

These deserters say that the rebels have again commenced work upon one of their unfinished ironclads, but have not enough iron to complete her. They also say that all the rebel troops are being sent to Virginia and that as many as four or five trains of cars with soldiers passed over the Gulf Railroad two days ago. They report the defeat of General Banks in the southwest.

Very respectfully, your obedient servant,

AUSTIN PENDERGRAST,
Lieutenant-Commander.

Commodore S. C. ROWAN,
Commanding South Atlantic Blockading Squadron.

Order of Commodore Rowan, U. S. Navy, to Acting Master West, U. S. Navy, to assume command of the U. S. bark Fernandina.

FLAGSHIP NEW IRONSIDES,
Off Morris Island, South Carolina, April 28, 1864.

SIR: You are hereby detached from the U. S. flagship *New Ironsides*, and you will report to me for the command of the U. S. bark *Fernandina*.

You will report to Commander William Reynolds, commanding naval depot, Port Royal, S. C., for passage to join your vessel, now lying at St. Catherine's, Fla. [Ga.].

Respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comdg. South Atlantic Blockading Squadron.

Acting Master LEWIS WEST,
Flagship.

Order of Commander Reynolds, U. S. Navy, to Acting Volunteer Lieutenant Kennison, U. S. Navy, enjoining vigilance in relation to the C. S. ironclad Savannah.

NAVAL DEPOT,
Port Royal, S. C., April 29, 1864.

SIR: I have received your letters reporting the arrival of the coal schooner *Central America*, and communicating information received through rebel deserters.

You will continue to gather all the information you can from these sources and make report of the same, particularly anything relating to the ram *Savannah* and any contemplated movements.

Should the ram come down the river you should get under the protection of the fort. I hope the great guns of Fort Pulaski are always ready for such emergency.

Respectfully,

WILLIAM REYNOLDS,
Commander.

Acting Volunteer Lieutenant WILLIAM W. KENNISON,
Commanding South Carolina, [Tybee Island].

Report of Rear-Admiral Dahlgren, U. S. Navy, of his resumption of command of the South Atlantic Squadron.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., May 2, 1864.

SIR: I beg leave to say that I reached this place to-day and resumed command of the blockading squadron.

I will take an early opportunity of acquainting the Department with the state of affairs.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commodore Rowan, U. S. Navy, regarding the resumption of command of South Atlantic Squadron by Rear-Admiral Dahlgren, U. S. Navy.

U. S. S. NEW IRONSIDES,
Off Morris Island, May 3, 1864.

SIR: I enclose herewith copy of communication received this morning from Rear-Admiral Dahlgren, announcing his arrival at Port Royal, and have hauled down my broad pennant as commander ad interim of the South Atlantic Blockading Squadron.

I respectfully request that I may be relieved from my command, with orders to go north for the purpose of recruiting my health, which is breaking down from a long confinement of ten months to this ship, without opportunities of visiting the shore for necessary exercise.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

FLAG-STEAMER HARVEST MOON,
Port Royal Harbor, May 2, 1864.

SIR: I have just reached this place, and will thank you to send to me, at the earliest moment, the members of my staff who may be with you, together with such information as may concern the affairs of the squadron.

Respectfully,

J. A. DAHLGREN,
Rear-Admiral, Commanding.

Commodore S. C. ROWAN,
Commanding New Ironsides.

Detailed report of Commodore Rowan, U. S. Navy, regarding affairs pertaining to the South Atlantic Squadron upon his withdrawal from temporary command.

U. S. S. NEW IRONSIDES,
Off Morris Island, May 3, 1864.

SIR: I have to acknowledge the receipt of your communication announcing your arrival at Port Royal. The condition of the squadron is the same as when you left for the North. I have made no changes, except placing an additional vessel in the St. John's, as requested by General Gillmore, and I have withdrawn the *McDonough* from Light-House Inlet, after consulting with General Gillmore, and sent her to Port Royal for repairs. The *Mangham* has also been detailed for blockade duty off Cape Romain.

Enclosed is a list of the distribution of vessels for May 1. All the information obtained from deserters and refugees will be found among the squadron files.

The only information of this character of interest is that received yesterday from a contraband who left Charleston the night of the 1st instant. He reports the arrival of the blockade runner *Roslyn Castle*

on the night of April 30, and the arrival there from Wilmington, on the following morning, of 540 Union prisoners.

The *Kingfisher* was stranded on Combahee Bank on the night of the 28th March. I have ordered a court of enquiry to report the facts, with their opinion, and have substituted the *Dai Ching* for her.

The forces in the St. John's have captured the prize steamers *General Sumter* and *Hattie Brock*, with cargoes of cotton and turpentine; also a quantity of lumber, of which a portion has been delivered at Port Royal. I have directed Captain Balch to send the steamers to St. Augustine, and have recommended that the *Brock* be taken by the Government for service in the St. John's. Both vessels have been appraised and the appraisements sent to the Department, and copies retained for reference.

The sloop *Persis* has been captured by the *Massachusetts*. The prize schooner *Defy* was sent by Commander Reynolds to his anchorage on the 27th April, in accordance with your verbal instructions to him, and I have ordered her to proceed to Washington City for adjudication.

The steamer *Alliance*, a prize to the *South Carolina* and *T. A. Ward*, I sent to Boston on the 22d April, in charge of Acting Master F. F. Baury, of the *South Carolina*.

I have forwarded to the Department details made of the following officers, viz:

Lieutenant-Commander Miller, from the *Sangamon* to the temporary command of the *Nahant*, vice Lieutenant-Commander Cornwell gone north on medical survey, and have requested the Department to send an officer for the relief of Lieutenant-Commander Miller in that command, who I had intended should relieve Lieutenant-Commander Crosman, now in temporary command of the *Wissahickon*.

Lieutenant-Commander Bunce I have ordered to the temporary command of the *Lehigh* to fill the vacancy caused by Commander Bryson's condemnation by medical survey. Bunce is to be relieved by Lieutenant-Commander Gibson, of the *Sonoma*, and Lieutenant-Commander [Gamble], of the *Wissahickon*, I have ordered to fill the vacancy caused by the transfer of Lieutenant-Commander Gibson.

Acting Master Lewis West, of this vessel, has been ordered to the command of the bark *Fernandina*, vice Acting Master Edward Moses gone north on medical survey.

The minor details of officers and a synopsis of the current business of the squadron will be made known to you by the fleet captain and secretary.

I have sent north all men whose terms of service expired on or before February 1.

I would refer you to special squadron order of April 20, based upon instructions from the Department, relative to the transfer of 1,000 mariners from the Department of the South to the South Atlantic Blockading Squadron, and have to state that, owing mainly to the removal of three or more regiments before the official order from the Bureau of Equipment and Recruiting was received by me, there is little prospect, I am informed by Commander William Reynolds, of obtaining an addition to the diminished force of the men of the squadron.

At the suggestion of the ordnance officer of the squadron, I have engaged to charter for ordnance purposes the brig *Georgia* and schooner *E. B. Scribner*.

On the 7th March I received a communication from General Gillmore, through General Terry, which informed me that it was desirable "to make a demonstration, or show of force, to engage the attention of the enemy for a day or two."

I therefore sent an expedition to Bull's Bay, under command of Captain Green, in the *Canandaigua*, composed of all the vessels of the outside blockade except the *Wabash*, on the morning of the 9th, to rendezvous off Bull's Bay light-house. Seven army transports arrived that morning and immediately proceeded over the bar.

Colonel Gurney, commanding the army forces, having landed a portion of the troops on Bull's Island, remained on shore for a brief period, when, the object of the expedition being accomplished, he reembarked them and the expedition left the same morning to return. The naval vessels then resumed their stations off the bar.

On the evening of the 9th of April a schooner ran out, and a report having been received from Acting Master's Mate G. W. Fuller, of the U. S. S. *Acacia*, which vessel was then on the outer blockade, representing that the blockade runner had been seen by many on board the *Acacia* and that due diligence had not been used by Acting Master Childs, the commanding officer, to prevent the schooner from escaping, I ordered an investigation to ascertain all the facts in the case and submitted the result for the information of the Secretary of the Navy.

The culpable negligence of Acting Master Childs was so palpable that I relieved him of the command of the *Acacia* and ordered him to await the orders of the Department on the *John Adams*, informing the Secretary of the Navy of my action in the premises.

The sloop *Buffalo*, prize to the *Braziliera*, went ashore on the night of the 13th of March and was lost while on her way to assist in raising the captured steamer *St. Mary's* in the St. John's, which vessel is in the same condition as when you left. The *Buffalo* had been appraised at $1,500.

The schooner *Sophia*, captured by the *Smith* in the Altamaha on the 3d of March, and joint prize to the *Midnight* and *Huron*, left this anchorage to go to Philadelphia for adjudication on the 26th of March.

I have the honor to be, very respectfully,

S. C. ROWAN,
Commodore.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant Van Alstine, U. S. Navy, regarding measures for guarding the Hampton River against blockade runners.

U. S. S. STETTIN,
St. Simon's Sound, May 3, 1864.

SIR: I beg leave to report that I sent a boat to Hampton River in charge of an officer to see if the facilities for running the blockade through that river were as represented. He reports that there are from 2½ to 3 fathoms water in almost all parts of the river, and 6 feet at low water on the bar; that the river is in most places narrow and not so crooked but that a vessel with a southeast wind could lay nearly up to where it joins the Altamaha.

The impression I arrive at from his representations is that a good-sized boat, sufficiently large to carry a 6-pounder howitzer, will be ample to guard that river, and in many respects better than a large vessel.

There are dwelling houses on St. Simon's Island on the immediate bank of the river, where the crew could mess and sleep during the day and where no craft could possibly pass them unobserved during the night. They could be readily supplied with stores from this ship either by boat or across the island.

If you think it advisable, I would respectfully say that if such a boat can be sent to me, I will officer and man it from this vessel and guard that outlet.

Very respectfully, your obedient servant,

C. J. VAN ALSTINE,
Acting Volunteer Lieutenant, Commanding.

Commodore STEPHEN C. ROWAN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Report of Rear-Admiral Dahlgren, U. S. Navy, giving information from Savannah, Ga., brought by deserters, and calling attention to the impairment of the blockade.

No. 177.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., May 4, 1864.

SIR: Deserters who have recently been received on board the *Vermont* from Savannah, state:

That a schooner is lying there waiting for an opportunity to run the blockade.

That there is plenty of cotton in Savannah.

That a steam propeller, not yet ready, will attempt to run the blockade.

A number of egg-shaped torpedo boats are being built.

The majority of the troops have gone to Virginia.

Major-General Jones in command at Savannah.

There is a blockade runner in the Altamaha, a propeller, loaded with cotton, and she will try to run out.

These deserters confirm one another in these statements.

The above-mentioned propeller was built at Savannah and was intended for a gunboat.

I would call the attention of the Department to the fact that the efficiency of this blockade has been seriously impaired by several circumstances:

1st. The loss of the *Housatonic*.

2d. The loss of the *Kingfisher*, for which the *Dai Ching* has been substituted.

3d. The withdrawal of three vessels from the blockade for service in the St. John's River, the *Pawnee*, *Mahaska*, and *Unadilla*, with a steam tug, thereby depriving the blockade duty of five fine, active steamers, at a time when the rebels seem to be making unusual efforts to evade the blockade.

I have just been informed by Commodore Rowan that on the night of the 30th April, two days before I arrived here, a steamer called the *Roslyn Castle* succeeded in passing in to Charleston.

I have also heard that the *Alliance*, which was captured at Savannah, had actually passed our vessels and was only taken in consequence of her getting aground.

I trust that the Department will be able to reinforce this blockade with five or six active light-draft steamers, and the same number of small steam tugs.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Commander Balch, U. S. Navy, to Colonel Tilghman, U. S. Army, regarding an attempt to capture pickets of the enemy.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., May 4, 1864.

COLONEL: I have the honor to acknowledge the receipt of your communication* of May 4, instant, and in reply have to state that I shall be pleased to make the attempt to capture the pickets referred to in your letter.

I do not know that I can send them up to-day, but if I can will do so, and I will see you and arrange further movements in that direction.

You will be pleased to learn that the commanding officer of the *Sumter* captured the boat used by the rebels in laying down torpedoes.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Colonel B. C. TILGHMAN,
Commanding Forces, Jacksonville, Fla.

Report of Rear-Admiral Dahlgren, U. S. Navy, requesting a vessel to take the place of the U. S. storeship Supply.

No. 179.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., May 5, 1864.

SIR: The condition of the storeship *Supply* is reported to be so bad as to necessitate her going north for repairs in a few months. This vessel is indispensable as a storeship at Charleston.

Her place can not be supplied by any vessel in the squadron.

Will the Department please to send me a suitable vessel to take her place as soon as possible?

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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* Not found.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Hatch, U. S. Army, requesting the views of the latter regarding the probable movements of the enemy.

FLAGSHIP PHILADELPHIA,
Port Royal Harbor, S. C., May 5, 1864.

GENERAL: I transmit for your perusal a letter* which was handed me after seeing you yesterday.

Is it your impression from this, and your own information, that the rebels will be likely to increase the force of Sumter so as to render it a serious inconvenience to the works ashore or to the vessels?

I would suggest, if consistent with your own views, that General Schimmelfennig be requested to come here and give his views personally.

Will you do me the favor to return the letter after perusal?

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Brigadier-General J. P. HATCH,
Commanding Department of the South.

Letter from Brigadier-General Hatch, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, regarding probable movements of the enemy in relation to the defense of Fort Sumter.

HEADQUARTERS, DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., May 5, 1864.

ADMIRAL: In answer to your letter of this morning, I must say that I believe that the intention of the enemy is, if possible, to draw us from the north end of Morris Island. It is probable that should they succeed so far as to silence our water batteries, they may cross to make a successful raid upon the squadron. General Schimmelfennig will be directed to come here for conference, as you suggest.

Very respectfully, your obedient servant,

JNO. P. HATCH,
Brigadier-General, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Balch, U. S. Navy, for the destruction of the steamer St. Mary's, in St. John's River, in case of failure to raise her.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., May 6, 1864.

SIR: If the rebel steamer *St. Mary's*, that was sunk in Cedar Creek, above Jacksonville, can not be raised, care must be taken to destroy her rather than allow her to be regained by the rebels.

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*Not found.

This will be effectually done by torpedoes, if there is no surer means at your disposal.

I wish you to report to me as soon as possible the state of affairs in the river, and whether any one of the steamers you have can be spared for the service. General Gordon is, of course, to be consulted in the matter.

I hope the order for discharging men whose terms have expired will not impair the efficiency of your crews; if so, you will inform me.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander GEO. B. BALCH,
Comdg. U. S. S. Pawnee, Senior Officer, St. John's River.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Phythian, U. S. Navy, to assume command of the U. S. S. Commodore McDonough.

FLAGSHIP PHILADELPHIA,
Port Royal Harbor, S. C., May 6, 1864.

SIR: You are hereby detached from the temporary duty as ordnance officer of the South Atlantic Blockading Squadron, and you will report to Commander William Reynolds, commanding naval depot, Port Royal, S. C., for the command of the U. S. S. *Commodore McDonough.*

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander R. L. PHYTHIAN,
Flag-Steamer.

Report of Rear-Admiral Dahlgren, U. S. Navy, of the arrival of the U. S. S. Wamsutta, from Hampton Roads, Virginia.

No. 182.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., May 6, 1864.

SIR: I beg leave to inform the Department that the U. S. S. *Wamsutta* arrived here to-day from Fortress Monroe.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary Navy, Washington.

Report of Commodore Rowan, U. S. Navy, regarding the escape into Charleston through Breach Inlet, of two blockade runners.

U. S. S. NEW IRONSIDES,
Off Morris Island, May 7, 1864.

SIR: This afternoon I learned from the commanding officer on Morris Island that several deserters came into their lines last night from

Charleston, bringing intelligence that there were two blockade runners in Charleston, which had run in through Breach Inlet, and that there is reported to be 15 feet of water on that bar at high tide.

I immediately wrote to Captain Green so to dispose of his force as to prevent their exit through that place, copy of which letter I herewith enclose. I also forward copy of the information received by the army from these deserters.

Of these deserters, two of them have been working on the rebel ironclads, and one is said to be a pilot. It was my intention to send for these deserters and interrogate them myself, but your arrival here has rendered unnecessary any further action on my part.

Very respectfully,

S. C. ROWAN,
Commodore.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Captain Green, U. S. Navy, regarding measures for guarding Breach Inlet, in view of the reported escape of blockade runners.

U. S. S. CANANDAIGUA,
Off Charleston, S. C., May 7, 1864.

SIR: I have to acknowledge the receipt of your communication of this date, giving me information, obtained from deserters, that two blockade runners are now at Charleston and that they entered Breach Inlet.

I doubt the correctness of the statement of the deserters, but to guard that entrance more effectually I have ordered the *Winona* to assist the *Acacia* in watching it.

Acting Master Rogers, commanding the *Mary Sanford*, who for the past four or five nights has been stationed off Price's Inlet, reports to me that he has observed every night range lights on each side of the inlet and a fixed light on Bull's Island, near the inlet. I am therefore inclined to the opinion that the blockade runners reached Charleston through this inlet.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain.

Commodore S. C. ROWAN,
Commanding Officer off Charleston.

Report of Commander Balch, U. S. Navy, senior officer in St. John's River, regarding condition of affairs in that vicinity.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., May 10, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 6th instant, by the *Columbine*, which arrived at 10 p. m. last evening. In compliance with your directions to report the state of affairs in the river, I have respectfully to state that there seems to be no movement of great importance by the rebels against

our troops in this vicinity. From the latest information we have, I believe the force in front of Jacksonville does not exceed, at most, 3,000 men. General Gordon arrived yesterday, and has assumed command of the district of Florida. I beg leave to state that I have referred to him the question as to whether the naval force can be reduced on the St. John's. His reply was that at present it could not be, and in view of the long line of river to be kept open, I can not but concur in the opinion of General Gordon.

Our forces occupy Picolata, and the rebels are exceedingly active in putting down torpedoes, notwithstanding the vigilance which has been exercised, and I regret to report that this morning the steamer *Harriet A. Weed* was destroyed by the explosion of two torpedoes whilst on her way to the bar and following the transport *Boston*. The *Mahaska's* picket boat was quickly at the wreck, but as yet nothing has been saved, as the steamer sunk in less than one minute. There were 5 killed and 2 badly wounded. From an inspection of one of the screws of the torpedo, I am led to the belief that this torpedo is of the plunger pattern, such as were used in the Stono.

I deem it proper to report that General Birney, late in command of this district, having received information that 400 rebel cavalry had crossed at Fort Gates, formed an expedition which he accompanied for the purpose of capturing this force. He did not, however, succeed in meeting with the enemy, but has gotten a large number of cattle, some cotton, turpentine, etc. Being short of provisions, near Lake Harney, he asked for assistance of the *Sumter*, a small prize steamer, to transport supplies to him from Jacksonville. I sent the *Sumter*, in company of the *Weed*, the latter vessel not being able to go up the river high enough to land the supplies. The *Sumter* has not returned, but I hope she will be down to-night or to-morrow.

Being exceedingly short of coal, and having borrowed several times of the army, I was compelled to send the *Unadilla* to Fernandina to fill up, and I regret to report that in crossing the bar she broke the extension shoe, and I am in receipt of communications which lead me to fear she will have to go to Port Royal for repairs. I regret this accident, and will endeavor to run over to Fernandina and see if it is absolutely necessary for her to go to Port Royal, though I fear it is. The army is short, very short, of coal.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Report of Assistant Boutelle, U. S. Coast Survey, regarding torpedoes discovered in St. John's River.

U. S. S. VIXEN,
Port Royal, S. C., May 11, 1864.

DEAR SIR: I have the pleasure to write that we arrived here safely this afternoon.

We left Jacksonville early yesterday morning. The weather was clear and calm with a strong ebb tide running. As we neared the

doubtful part of the channel—i. e., from Trout Creek to Daniel's [Dame's?] Point—I sent Mr. Harding ahead in a boat to sound, and followed his boat at slow speed, keeping upon the exterior side of the channel, in from 10 to 12 feet of water. As we neared the wreck of the *Harriet A. Weed* we could see upon the surface of the calm water a series of little rips, indicating the presence of some object below the surface disturbing the flow of the current. Mr. Platt called my attention to them, and thought them to be torpedoes. There were six of these little rips. I ran below them to the next channel beacon or post and anchored, sending the first and second cutters to drag for the torpedoes, if they were such. Mr. Platt and Mr. Harding were put in charge of the boats. In less than one hour they had made fast to one of the torpedoes, and had secured it to the post near where it was planted (see tracing). Rifle bullets were then fired at it, to endeavor to make holes in it and wet the powder, but this method failed, and Mr. Platt then lashed a large knife to a pole, and succeeded in cutting the moorings to which it was attached, so that it floated. He then towed it alongside, and we made sundry ineffectual endeavors to get it on board, but the wind had risen, causing a short sea, which prevented us from doing so safely, as great care had to be taken to keep the percussion cap from being touched. I then had it towed to shore, and when in smooth water it was lifted on land; after which Mr. Platt bored several augur holes into it (carefully wetting the augur while boring). The powder was then poured out and the torpedoes brought safely on board.

I called the naval picket boats to me by signal and pointed out to them the positions of the remainder of the torpedoes, and also sent a note to Captain Balch, of the *Pawnee*, senior naval officer in the river, informing him of our discovery and of the positions of the torpedoes. All this occupied us until 3 p. m., when we got underway and ran to the mouth of the river, crossed the bar safely at 10 p. m. by the beacon range lights, and arrived here at 3 p. m. to-day.

I enclose a sketch of the torpedo and of the mode of mooring used. It is very simple and effectual, consisting of a cask 2 feet long and 1.5 feet diameter at center. It has six strong iron hoops, and two solid wooden cones, each 1.25 high and 1.25 feet diameter at base, are strongly secured to each end. These act as buoys.

The apparatus for exploding it is simple, and will be easily understood from the diagram. It is of brass, screwed into the barrel, with a bit of thin sheet lead soldered over the percussion cap to keep out the water. Putty and tar applied around the exterior of the joint make it effectually waterproof, and the whole exterior of the torpedo is thickly coated with tar. A brass cover is screwed over the sheet lead, covering the percussion cap while the rebels are transporting and setting it. When it is in position this brass cover is taken off, and then a blow upon the sheet lead covering the percussion cap drives it in and explodes the cap. A tube filled with fulminating powder leads from the nipple of the plunger into the barrel, which holds about 70 pounds of powder. A small balance ball is suspended to the rope by which the torpedo is slung, and side lines lead from one torpedo to another, forming a reticulation which, when one is dragged against a vessel, is very likely to bring the others in contact with her and explode the whole nest. Two exploded under the *H. A. Weed.*

I find here a letter from Mr. Webber saying that he is nearly out of provisions. I shall go there as soon as we can coal and provision ourselves.

My health is only partially reestablished. I am yet under medical treatment and very weak.

The steamer *Fulton* is here with a mail, being the first for three weeks. I hope to-morrow to receive letters from you.

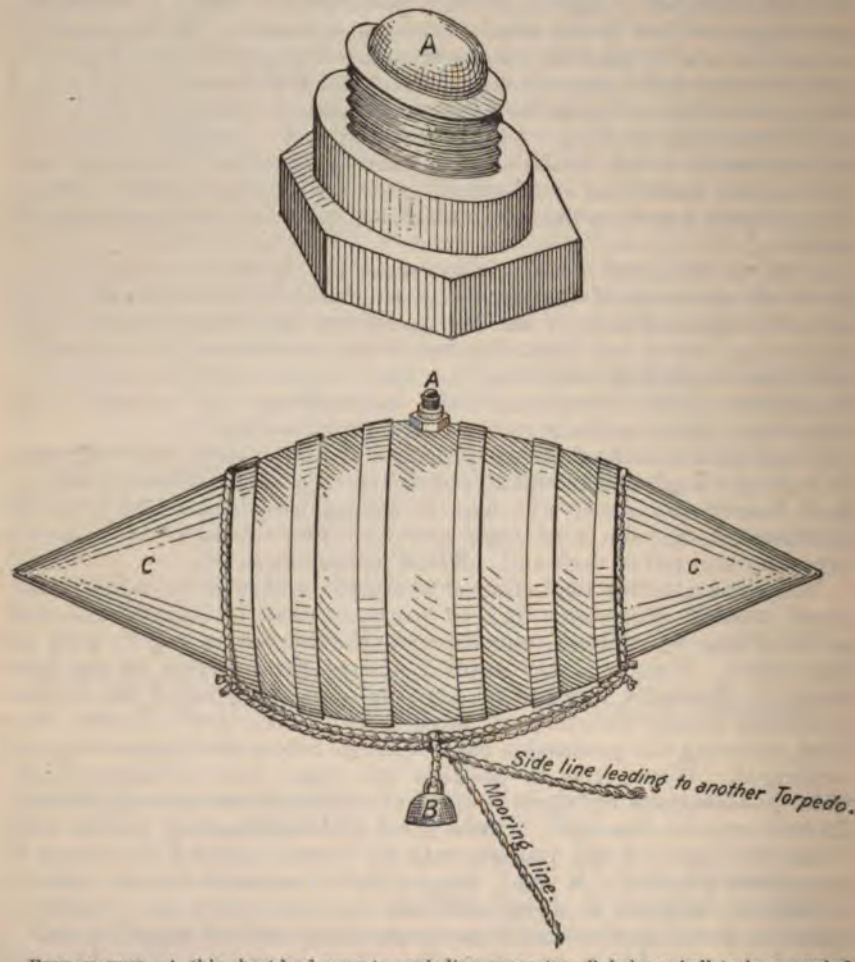
Yours, respectfully,

CHAS. O. BOUTELLE.

Professor A. D. BACHE,
Superintendent U. S. Coast Survey.

[Enclosure.]

Sketch of torpedo found in St. John's River, Florida, off Cedar Creek, May 10, 1864, by U. S. surveying steamer Vixen, C. O. Boutelle, assistant, Coast Survey, commanding.



EXPLANATION.—A, thin sheet-lead cover to exploding apparatus; B, balance-ball to keep exploding apparatus uppermost; C, cones of pine wood serving as buoys.

Report of Rear-Admiral Dahlgren, U. S. Navy, urging the need of additional steamers to insure an effective blockade.

No. 187.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, May 11, 1864.

SIR: The communication of the Department of May 6, enclosing copy of a letter* of Mr. Charles Clark, of Boston, has been received, and its contents will be borne in mind.

I have no doubt that those persons who are engaged in running the blockade are making efforts to construct vessels that are more likely to prove successful than hitherto, and I am apprehensive that the blockade will not continue to be as efficient as it has been, for the want of vessels.

The largest number of vessels which has been here on blockade duty has never been more than barely sufficient to maintain the blockade generally; and if the rebels were acquainted with its weak points, they would get in and out oftener than they do.

Subsequent events, however, have reduced the number of efficient vessels considerably, as I have already informed the Department.

The loss of the *Housatonic*, the loss of the *Kingfisher* (which has withdrawn an active steamer from the blockade, as a substitute), the *Pawnee*, *Mahaska*, *Unadilla*, and steam tug to operate in the St. John's, make in all six efficient vessels removed from the blockade.

Of course, I have no reference to the number of vessels off duty for repairs, which is no greater now than it has been.

I would therefore suggest to the Department that five or six active and efficient steamers should be added to the force of this squadron, in addition to which five or six fast steam tugs should be sent here, which economize the movements of larger vessels amazingly, and frequently do work which a larger vessel can not very well perform.

As for the reported entrance of blockade runners into Charleston, I think we are pretty well informed here, and very quickly, whenever this occurs, and I do not believe that the blockade here has been violated, except in three cases, by the *Juno*, the *Roslyn Castle*, and a schooner, not very long before my arrival here.

It is rumored, and I think with some reason, that an effort is making to push light-draft vessels into the inlets which make from the ocean between the islands, east of Sullivan's Island, one of which, Dewees Inlet, immediately east of Long Island, has a depth of 12 feet at high water, and one of the results which would have been accomplished by the occupation of Long Island, which I proposed, would have been the stoppage of all these inlets, as well as a menace to the rebel communications in the vicinity of Sullivan's Island.

It gives me pleasure to say that the *Nipsic* still retains her reputation as a fast vessel. It is stated recently at a very high figure, and I shall take some occasion to have it tried with exactness.

I perceive that Lieutenant-Commander Johnson, whose opinion I have much regard for, thinks her battery too heavy; but when a vessel steams as fast as she does, I think it would be unwise to touch her in any respect whatever. The relations between her various conditions must be excellent, and among these nothing is more important than the weights carried and the places where they are carried. She

* Not found.

is said to roll very much; that is a characteristic of all propellers; they all roll.

I only wish it were in the power of the Department to send me a few more of the same kind.

I have the honor to be, very respectfully, your obedient servant.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Balch, U. S. Navy, regarding the return of the prize steamer General Sumter from expedition up the St. John's River, carrying supplies for troops.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., May 14, 1864.

ADMIRAL: I have the honor to report that the prize steamer *Sumter*, in charge of Acting Master J. C. Champion, of this ship, returned to this anchorage on the evening of the 12th instant.

As you have already been informed by my letter of the 10th instant, she was sent up for the purpose of carrying supplies to the troops under command of General Birney, near Lake Harney. She successfully accomplished this duty and returned with a quantity of cotton captured by the general in that vicinity. The cotton was turned over promptly to the Treasury agent at this place.

Acting Master Champion reports having been fired into several times on his passage down the St. John's, but no one was wounded. On the passage up the river, in company with the *Harriet A. Weed*, a sharp fire from the boats, with small arms, was opened on the vessels, and Charles W. Morgan, ordinary seaman, attached to the *Pawnee*, was slightly wounded. There were no other casualties to report.

I have the honor to report all quiet on the St. John's from Picolata to the bar.

In two days more I expect to have steam up on this ship, her repairs having been completed, and the machinery and boilers in as good condition as when she left Philadelphia.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the condition of affairs upon resuming command of the South Atlantic Squadron, and transmitting record of council of officers on the expediency of attacking Fort Sumter.

No. 190.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, May 14, 1864.

SIR: On my return here I found the following state of affairs:

General Gillmore had left, taking with him 20,000 men, and General Hatch was in command, with a balance of 14,500; though without

direct instructions himself, yet he had seen those of General Gillmore, which ordered him to remain on the defensive, and he therefore felt obliged to do the same; moreover, the greatest number of men that he could collect from the fixed posts for any active purpose did not exceed 2,500 men.

The rebels were said to be improving the defensive condition of Sumter by building bombproofs, and had mounted four or five guns on the channel faces.

Having my entire ironclad force present, of seven monitors and the *Ironsides*, I felt desirous of undoing the work and preventing further efforts.

Wherefore, I convened a council of ironclad captains on the 10th and 12th of May, consisting of Commodore Rowan, Commanders Cooper and Harrison, Lieutenant-Commanders Simpson, Gibson, Luce, and Davis. The *Nahant* being without a permanent commander, I assigned to her Captain Green, considering that it was due to the great interests involved that the operation should have the advantage of the utmost experience and ability at my command.

Lieutenant-Commander Bradford, my chief of staff, was added to the above.

A full and unrestricted discussion took place upon the advisability of attacking Sumter, in order to reduce its powers, offensive and defensive.

The vote stood 7 noes to 2 ayes, viz: In the negative, Commodore Rowan, Captain Joseph F. Green, Commanders Cooper and Harrison, Lieutenant-Commanders Gibson, Luce, and Davis; in the affirmative, Lieutenant-Commanders Simpson and Bradford. The record of the council is enclosed herewith.

An incursion had been contemplated by General Hatch and myself into the country between Georgetown and Murrell's Inlet, but on the 12th May General Hatch notified me that he was to be relieved, and would not therefore proceed in this matter.

The divers have examined the bottom of the *Ironsides*, and the reports are enclosed. Their opinions and those of Commodore Rowan will probably lead to her withdrawal, and the *Montauk* is represented by her commander to be in a condition that promises very little service from her in a severe conflict.

As the reinforcement of monitors intended for me by the Department is required in the James River, and, from what I understand to be the intentions of the Department, may afterwards be sent to Mobile, and as there is every probability that the *Ironsides* may be withdrawn for repairs, and as the troops are reduced to so low a number as to suffice only for defensive purposes, I am apprehensive that there will be no opportunity for active operations against the enemy at this place for some time.

On which account, and having effected all that I believed to be in my power to punish the atrocious rebels who harbor here, I respectfully ask to be relieved and transferred to some other duty where I can continue to labor for the cause.

This request is made with entire deference to the views of the Department, and with the assurance that, either here or elsewhere, all my service

is heartily at disposal and in the way which may be most agreeable to the Department.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

Council of war.

U. S. FLAG-STEAMER PHILADELPHIA,
Charleston Roads, May 10, 1864.

In conformity with the orders of Rear-Admiral Dahlgren, commanding this station, the following officers met in the cabin of the flag-steamer: Rear-Admiral Dahlgren; Commodore Rowan, commanding *Ironsides;* Commanders Cooper and Harrison, Lieutenant-Commanders Simpson, Gibson, Luce, and Davis, commanding, respectively, the monitors *Sangamon*, *Catskill*, *Passaic*, *Lehigh*, *Nantucket*, and *Montauk*, and Lieutenant-Commander Miller, temporarily in charge of the *Nahant*, also Lieutenant-Commander Bradford, flag captain.

Rear-Admiral Dahlgren read the paper marked "A," in relation to the expediency of operations against Fort Sumter.

Each officer having read separately the official documents from the Navy Department addressed to Rear-Admiral Dahlgren on the 9th October and November 2, 1863, proceeded in order from the junior to discuss the expediency of attacking Sumter.

This occupied several hours, and an adjournment took place.

MAY 12, 1864.

Another meeting took place, in which all the preceding officers were present, together with Captain Joseph F. Green, of the *Canandaigua*, and Lieutenant-Commander Fillebrown, who had been ordered by the Navy Department to relieve Lieutenant-Commander Simpson.

Rear-Admiral Dahlgren informed the council that, in case of an attack, Captain Green would command the *Nahant*.

The paper marked "A" was again read, and a full and free expression of opinion followed.

The following question, shaped to meet the views of the members of the council, was then voted on, as follows:

Would it be advisable, with the present force of ironclads, viz, seven monitors and the *Ironsides*, to attempt the reduction of the offensive and defensive powers of Sumter, as now existing, having due regard to the general interests in this quarter intrusted to the squadron, to the consequences that would ensue in the event of a serious disaster to the ironclads, and to the views of the Navy Department set forth in communications dated October 9 and November 2, 1863?

Aye—E. Simpson, lieutenant-commander, commanding *Passaic;* J. M. Bradford, lieutenant-commander and fleet captain.

No—S. C. Rowan, commodore, commanding *Ironsides;* J. F. Green, captain; G. H. Cooper, commander; N. B. Harrison, commander, commanding *Catskill;* William Gibson, lieutenant-commander, commanding *Lehigh;* S. B. Luce, lieutenant-commander, commanding *Nantucket;* John L. Davis, lieutenant-commander, commanding *Montauk*.

In the affirmative, 2.

In the negative, 7.

A.

MAY 10, 1864.

1. It is stated that the rebels are mounting cannon and in various ways improving the defenses of Fort Sumter.

2. The force now here that can be brought to bear with any effect on this work is seven monitors and the *Ironsides*.

3. The monitors are supposed to be in good fighting order,[a] but foulness of bottom is said to have reduced the speed; in one case, the *Lehigh* is said to go 3 knots and the *Catskill* 4 knots.

4. The opposition to be encountered will come from the Battery Bee, Fort Moultrie, and two works on Sullivan's Island, eastward of Moultrie, from one rifle, X-inch, one of XI-inch, and two of IX-inch in Sumter (recent reports of deserters), also from the five of Fort Johnson, and, possibly, from Simkins and Haskell near it; three ironclads in the upper harbor will act according to circumstances.

5. The general views of the Department in regard to operations will be seen from two documents, dated October 9 and November 2.

6. The question will be, in view of existing circumstances, as stated above or otherwise within your knowledge, and also holding in view the opinions of the Department, as set forth in the above-named documents, is it recommended to attack Sumter seriously with this force in order to lessen its offensive and defensive power, and, in case the monitors pass Sumter, should the *Ironsides* accompany them or not?

7. The proceedings of a previous council of officers, having reference to general operations against Charleston, are placed before you in this connection.

8. In giving an opinion it is to be borne in mind that the question of attack must embrace the general interests intrusted to the naval force in this quarter and the consequences that may ensue in the event of any serious disaster to the ironclads. It is also to be remembered that the views of the Navy Department must control all opinion and action, and in this respect it will suggest itself, also, that the *Ironsides* must probably return north very soon, that the *Montauk* is capable of very little more work, and, therefore, on the six remaining monitors will depend the blockade and all the positions we have gained in the last two years.

Distribution of vessels of the South Atlantic Blockading Squadron, May 15, 1864.

Name.	Station.	Remarks.
*Ethan Allen	Murrell's Inlet	
Cimarron	Georgetown	
*Mangham	Cape Romain	
*Hope	Bull's Bay	
Canandaigua	Charleston	Outside the bar.
Nipsic	do	Do.
Winona	do	Do.
*Blunt	do	Do.
Sanford	do	Do.
Flag	do	Do.

*Sailing vessels.

[a] It seems, however, from the statements of Captain Davis in council May 10 that the *Montauk* is not in condition to endure much service.—J. A. DAHLGREN.

Distribution of vessels of the South Atlantic Blockading Squadron, May 15, 1864—Cont'd.

Name.	Station.	Remarks.
Wamsutta	Charleston	Outside the bar.
Sweet Brier	do	Do.
New Ironsides	do	Inside the bar.
Lehigh	do	Do.
Catskill	do	Do.
Passaic	do	Do.
Sangamon	do	Do.
Nantucket	do	Do.
Nahant	do	Do.
Philadelphia	do	Do.
*Adams	do	Do.
Home	do	Do.
Clover	do	Do.
Iris	do	Do.
Geranium	do	Do.
Dandelion	do	Do.
Paul Jones	Stono	
Sonoma	do	
*Racer	do	
Memphis	North Edisto	
Dai Ching	St. Helena	
*Wild Cat	do	
Chippewa	Port Royal	
*Vermont	do	
*Ironsides	do	
*Valparaiso	do	
Jonquil	do	
Larkspur	do	
Carnation	do	
*Houghton	do	
Pettit	do	
South Carolina	Tybee Island	
Harvest Moon	do	
*Ward	do	
Patapsco	Wassaw Sound	
Wissahickon	do	
Water Witch	Ossabaw	
*Fernandina	St. Catherine's	
Lodona	Sapelo	
*Midnight	Doboy	
*Smith	Altamaha	
Paul Jones, jr	do	
Stettin	St. Simon's	
*Braziliera	St. Andrew's	
*Para	Fernandina	
*Perry	do	
Pawnee	St. John's	
Mahaska	do	
Ottawa	do	
Norwich	do	
Columbine	do	
*Norfolk Packet	Mosquito [Inlet]	
Wabash	Port Royal	Repairing.
Montauk	do	Do.
McDonough	do	Do.
Seneca	do	Do.
*Supply	do	Do.
Huron	do	Do.
Unadilla	do	Do.
Acacia	do	Do.
Camelia	do	Do.
Daffodil	do	Do.
Rescue	do	Do.
Hale	do	Do.
*Williams	do	Do.
Mohawk	do	Repairing, hospital ship.
Oleander		Supply station south of Port Royal.
Marblehead		North for repairs.
Flambeau		Do.
Potomska		Do.
Weehawken		Sunk or stranded.
Housatonic		Do.
*Kingfisher		Do.
Madgie		Do.

* Sailing vessels.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Letter from two naval officers to Rear-Admiral Dahlgren, U. S. Navy, offering their services for the destruction of Confederate rams in the waters of North Carolina.

U. S. S. CHIPPEWA,
Port Royal Harbor, S. C., May 16, 1864.

SIR: The undersigned respectfully volunteer their services to attempt the destruction of the rebel rams which have lately made their appearance in the waters of North Carolina. Should the Department see fit to accept the above offer, complete drawings of the plan proposed will be immediately submitted. As a matter of course, the whole is based upon the necessary pecuniary assistance from Government.

Respectfully, your obedient servants,

EDWARD E. STONE,
Lieutenant-Commander, U. S. Navy.

R. H. THURSTON,
Second Assistant Engineer, U. S. Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

General instructions from Rear-Admiral Dahlgren, U. S. Navy, to Commodore Rowan, U. S. Navy, in view of the temporary absence of the former from Charleston.

FLAG STEAMER PHILADELPHIA,
Off Morris Island, May 18, 1864.

SIR: I shall leave here to-day for Port Royal.

You will please to take charge of the force inside and outside the bar, and keep me informed of passing events, at least once a week or oftener, if called for by occurrences of more than ordinary interest.

Besides the usual blockade, you will have a careful watch kept on the small inlets seaward of Sullivan's Island.

You will not permit the rebels to extend themselves beyond their present limits, and the scout boats must be kept actively employed at night in taking notes of movements in the harbor.

On emergencies you will have the usual discretion. For ordinary communication, you will find the army mail from Stono convenient by sending an officer to bear your dispatches, if you deem it necessary.

You will communicate, whenever you deem it proper, with the vessels to the nothward of this port.

It is intended to relieve the *Ethan Allen* shortly by another vessel.

The fire of the monitors at Sumter may be discontinued for the present, unless a further necessity for it should arise.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commodore S. C. ROWAN,
Commanding U. S. S. Ironsides.

P. S.—The *Nahant* is to proceed to Port Royal to repair damage below water line received from the rebels.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the return to New York of enlisted men.

NAVY DEPARTMENT, *May 18, 1864.*

SIR: The U. S. ship *New Hampshire* will soon leave Portsmouth for Port Royal, to supply the place of the *Vermont*, and will take out a draft of a thousand or more men for your squadron.

You will collect together the men of your squadron whose terms have expired, or have them ready, so that they can be sent to New York in the *Vermont* when the *New Hampshire* arrives.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the disposition of blockade runners.

NAVY DEPARTMENT, *May 19, 1864.*

SIR: I transmit herewith a copy of a communication* dated the 9th instant, addressed by the Department to Rear-Admiral Farragut, relative to the disposition of blockade runners. You will be guided by the instructions therein contained in the disposition of that class of persons that may come into your hands.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Report of Commander Balch, U. S. Navy, regarding condition of affairs in St. John's River.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., May 20, 1864.

ADMIRAL: I have the honor to report all quiet in this vicinity.

The *Ottawa* and *Norwich* are up the river between Jacksonville and Picolata, where they are engaged in watching the movements of the enemy and picketing the river by boats to prevent the putting down of torpedoes.

The *Mahaska* is stationed off Trout Creek, between this place and the bar, and is rendering excellent service. Lieutenant-Commander Lewis has been very vigilant, and after great labor has succeeded in getting three torpedoes, which he has now on board his vessel. These torpedoes are somewhat different in their construction from those heretofore found, and I have directed Lieutenant-Commander Lewis to reserve one for you, should you require one to be sent.

From information received by deserters, it is believed that the force immediately in front of Jacksonville has been much reduced,

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* See Series I, volume 10, p. 61.

but whether our force is strong enough to make an advance is somewhat doubtful.

You will be pleased to learn that our repairs are completed, and that we have steam up on board the *Pawnee*, with the expectation that no considerable repairs will be needed for some time.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Letter from Brigadier-General Gordon, U. S. Army, to Commander Balch, U. S. Navy, requesting cooperation of a gunboat for the protection of picket at Volusia, in St. John's River.

JACKSONVILLE, FLA., *May 20, 1864—12 m.*

CAPTAIN; I learn that the rebels have crossed the river some 400 strong (said to be). They have captured another of my pickets, about 20 men, the one at Saunders. I have a picket at Volusia, 50 men. I am afraid they will gobble these men up unless I can get a gunboat upstream to intimidate them.

The *Sumter* can reach Volusia and protect them much sooner than I can. I went up to-night in the *Hampton* with 200 men. Can you not start the *Sumter* immediately for Volusia, and aid me with gunboats in cutting off the rascals?

Yours,

GEORGE H. GORDON,
Brigadier-General, Commanding District of Florida.

Commander BALCH,
Commanding St. John's River.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Ensign Dichman, U. S. Navy, relative to experimenting with torpedoes.

FLAG-STEAMER PHILADELPHIA,
Wassaw Sound, May 21, 1864.

SIR: You will take quarters either on the *Patapsco* or *Wissahickon* for the purpose of experimenting with torpedoes at this place.

When you have satisfied yourself in regard to their operation, you will join this vessel at your earliest convenience.

Lieutenant-Commander Madigan will furnish you the necessary means to prosecute this work.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Ensign E. J. DICHMAN,
U. S. S. Philadelphia.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the effect of daily firing into Fort Sumter.

No. 213.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., May 21, 1864.

SIR: I have already informed the Department that a proposition to attack Sumter, in order to render useless any additions which the rebels may have made, was submitted to a council of war, who did not deem it advisable with the present force and under existing circumstances.

I concluded, therefore, to ascertain if something could not be effected by a pair of monitors firing daily into the work, with as little exposure as possible to the fire of Moultrie.

The result showed, however, that even in this way more damage was received than was compensated by injury to the enemy.

Though not hit often, yet the decks of the monitors were scored badly when they were hit, and the *Nahant* was struck below the overhang on the side, at the engine room, causing an ugly leak, not, perhaps, dangerous, but not to be neglected, in consequence of which she is now at Port Royal repairing.

I have taken advantage of the first opportunity since I took command to visit the vessels at their stations, and have just returned from Ossabaw.

The rebels have drawn largely from their forces, but so have we, and the relative condition is therefore unchanged.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

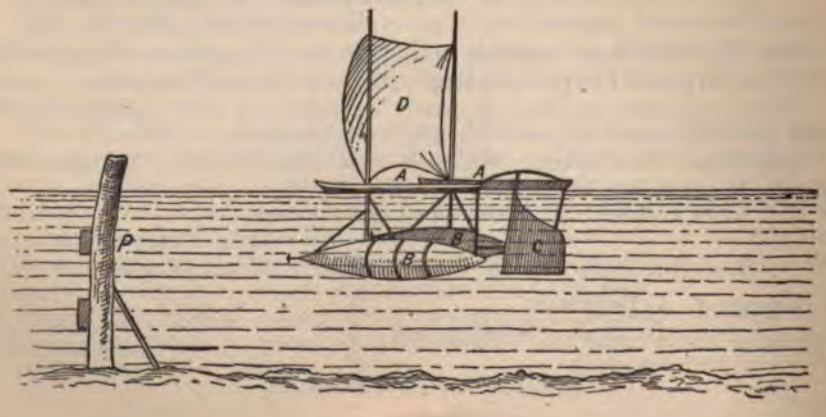
Hon. GIDEON WELLES,
Secretary of the Navy.

Plan submitted by Ensign Pegram, U. S. Navy, for destroying obstructions in Charleston Harbor.

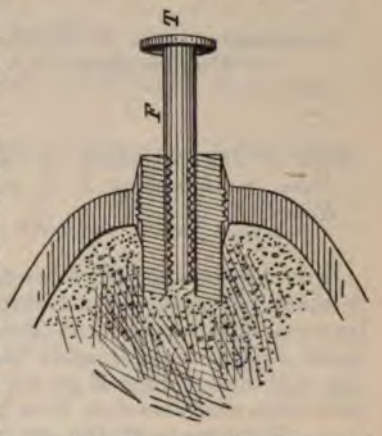
U. S. FLAG-STEAMER PHILADELPHIA, *May 22, 1864.*

SIR: I would respectfully submit the following, as a means of destroying obstructions, consisting of piles or other heavy material, in Charleston Harbor.

[Enclosure.]



The powder (coarse-grained, glazed cannon powder) intended for the explosion is to be contained in cigar-shaped barrels, covered with pitch to exclude moisture, and lead (or other metal of sufficient specific gravity) to sink below the surface. Spars or masts are to be stepped in the barrels and connected with floats, the object of which is to keep the barrels at a fixed distance below the water line (say 4 or 6 feet). These floats or buoys to be firmly connected with the barrels or torpedoes by diagonal iron braces. The whole to be kept steady on a given course by a large rudder lashed amidships A square sail is to be bent to the two masts to assist the tide in giving the torpedoes the momentum necessary to ignite the bursting charge by forcing home the piston F.



The fuze is a hollow brass or composition barrel, screwed into the torpedo and lined inside with friction powder. This is ignited by the serrated end of the piston F coming in sharp contact with it, when the button T brings up against the obstruction.

It occurs to me, sir, that with a fair wind and flood tide, if several of these contrivances were started into the harbor from different points, some would bring up against the obstructions, and the torpedo being in such close contact with them at the time of explosion, they would be shattered by the force of the gunpowder.

Respectfully submitted.

JOHN C. PEGRAM,
Ensign, U. S. Navy.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Endorsement.]

The above is submitted as the idea of a clever young officer, and might be made useful.

Very respectfully,

J. A. DAHLGREN,
Rear-Admiral.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the U. S. S. New Ironsides.

NAVY DEPARTMENT, *May 23, 1864.*

SIR: Direct the *New Ironsides* to proceed to the navy yard at Philadelphia.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockadg. Squadron, off Charleston.

Order of the Secretary of the Navy to Commander Colvocoresses, U. S. Navy, commanding U. S. ship Saratoga.

NAVY DEPARTMENT, *May 23, 1864.*

SIR: Proceed with the U. S. ship *Saratoga* to Port Royal, S. C., and report to Rear-Admiral Dahlgren, or the senior officer present, for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander GEO. M. COLVOCORESSES, U. S. Navy,
Commanding U. S. Ship Saratoga, Philadelphia.

Order of the Secretary of the Navy to Commodore Thatcher, U. S. Navy, commanding U. S. ship New Hampshire, to proceed to Port Royal, S. C.

NAVY DEPARTMENT, *May 23, 1864.*

SIR: As soon as the *New Hampshire* has her stores and the men detailed by the Bureau of Equipment and Recruiting on board, you will proceed with her to Port Royal, S. C., and deliver her to Rear-Admiral Dahlgren, and after the necessary transfers have been made you will take command of the *Vermont*, now at Port Royal, and proceed with that vessel to New York.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commodore H. K. THATCHER,
Commdg. U. S. Ship New Hampshire, Portsmouth, N. H.

Capture of the U. S. S. Columbine, in St. John's River, Florida, May 23, 1864.

Report of Rear-Admiral Dahlgren, U. S. Navy.

No. 230.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., May 30, 1864.

SIR: The mail steamer is about to leave. A rumor reached me yesterday that the *Columbine*, a light-draft tug, had been fired on in the St. John's above Jacksonville and captured by the rebels.

The vessel which is said to have brought the rumor has no word of any kind to me from Captain Balch, who is at Jacksonville, and General Foster has received no information on the subject, save this rumor.

I hope it is unfounded, and am just dispatching the *Hale* to the river.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Commander Balch, U. S. Navy

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., May 29, 1864.

SIR: The loss of the *Columbine* is just reported from the shore. I hope it is not true.

I send down Ensign Dichman, with some torpedoes, to destroy the *St. Mary's* in case you should at any time think it advisable to destroy her to prevent possession by the rebels.

They may also be used in other ways.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Commander GEO. B. BALCH,
Comdg. U. S. S. Pawnee, Senior Officer Present, St. John's River.

Report of Rear-Admiral Dahlgren, U. S. Navy, forwarding military dispatches.

No. 233.] FLAGSHIP PHILADELPHIA,
Port Royal Harbor, S. C., May 30, 1864.

SIR: I have just received, by the courtesy of General Foster, the enclosed dispatches to him from General Gordon, now commanding the troops at Jacksonville, from which it will be perceived that the *Columbine* has been captured.

The loss will be much felt, because this is one of the few steamers that I have of such light draft.

Captain Balch will no doubt report the details when he gets them.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Brigadier-General Gordon, U. S. Army.

HEADQUARTERS DISTRICT OF FLORIDA,
Jacksonville, Fla., May 27, 1864.

CAPTAIN: I have to report that on the night of the 20th instant I received from Colonel Noble, commanding forces east of the St. John's River, information that a force of about 15 men and 1 officer had been captured by the enemy, who had crossed the river and surprised the post.

On the morning of the 21st I advanced Colonel Noble's communication, in which I ordered him to withdraw his guards from the river opposite Volusia and Saunders.

On the night of the 21st I received another communication from Colonel Noble, stating that a force, less in number than at Welaka, had been captured; that the enemy, reported to be 400 strong, were said to be pushing northward on east side of river.

I received the last communication at about 11 at night. In an hour I started for the nearest point that threatened. I carried with me, in

the steamer *Charles Houghton*, 200 men from this garrison. At my request Captain Balch ordered two gunboats to accompany me, the *Ottawa* and the little steam tug *Columbine*. At Picolata I added to my force six companies of Colonel Beecher's regiment and all the available force of the One hundred and fifty-seventh New York Regiment, numbering in all about 650 or 700 men.

I was obliged to use the naval boat as well as *Houghton* to transport the troops.

On Sunday, the 22d instant, I arrived at the landing opposite Palatka. My movements had been slightly delayed by time expended at Picolata in filling sand bags (no cotton or hay bales, save one of the latter, being available) to render the little tug *Columbine* less vulnerable.

I designed running the tug up the river to Volusia to protect that portion, if threatened, which I could not doubt, from the report of Colonel Noble.

Although my march was lengthened by disembarking opposite Palatka, I did not deem it prudent to convey troops farther up the St. John's.

The *Ottawa* was to continue to the mouth of Dunn's Creek to afford all possible protection to the *Columbine*. The *Columbine* was ordered to proceed immediately to Volusia, and afford all possible assistance to the force at Volusia. The *Houghton* was to await further orders and was to keep near the *Ottawa* for her protection.

I directed my march toward the road from St. Augustine to crossing of the Haw Creek, thence to Volusia.

I had sent on the evening of the 21st a dispatch to Colonel Noble, saying that I should move for this position, and directing him to keep forward to the same point, and beyond, if practicable, all his available infantry and cavalry.

I have thus stated all the movements ordered and commenced from Saturday night at 12 o'clock until Sunday at 4 p. m.

Before the *Columbine* started I placed on board of her, at request of Commander Breese, of the *Ottawa*, a guard of 25 men and 2 officers of Colonel Beecher's regiment. I informed her commander that I should press forward with my troops in the direction in which she was going; that I would afford him all assistance as soon as I could reach him; that I should not consider the discharge of his artillery as an indication that he was in danger. This was assented to by the commander of the *Columbine*, who said he would throw up a rocket if he was in danger.

My march was prolonged into night. I accomplished about 9 miles and encamped on north side of Haw Creek. This creek is impassable but by boats. I heard a great deal of firing from artillery in the direction of mouth of Dunn's Creek, but saw no rocket and had no dispatches. I presumed the firing to be the ordinary shelling of the woods by the gunboats.

I pressed forward on Monday morning, making that day about 30 miles; I encamped at night at crossing of Haw Creek. I found Colonel Noble had pushed his infantry 4 miles farther and that his cavalry was at Volusia.

The garrison at Volusia was safe, no rebels this side of the river; the two small posts at Welaka and Saunders captured, shamefully surrendered, I hear; not a gun fired. I have ordered full reports to be made, which I will transmit when received.

I found the country people quite excited and quite confident that the enemy, 700 strong, were at crossing of Haw Creek; indeed, from reports I had reason to believe some truth in this.

On Tuesday morning, the 23d, directed Colonel Noble to send the cavalry down the country to drive in the herds of beef cattle which it is well known are going toward rebel armies. I also directed him to tell the *Columbine* to go down the river, that I had no further use for her. The infantry I ordered to concentrate at camp 9 miles south of St. Augustine, at that place, and at Picolata.

The 200 of the One hundred and forty-fourth were ordered to return to Jacksonville.

My reasons for this disposition and my views of the only mode of operating with infantry in this country of immense distances and illimitable pine deserts, I have given to the commanding general in a private letter.

Having accomplished all I could, I did not deem it advisable to attempt to pursue the enemy across the river, and being totally unprepared to do it, if I had thought it advisable, as I had no boats, and having no rations and no transportation for any with me. I made my way back to the landing at Picolata to take the steamer *Houghton* to Jacksonville. I reached the river Tuesday, the 23d, at about 4 o'clock p. m. A dispatch from the *Ottawa* at the mouth of Dunn's Creek, to whom I sent my aid, gave me the first information that the enemy had opened with artillery on Sunday night on the *Houghton* and on the gunboat.

The *Houghton* had got underway and proceeded downstream. She was struck three times with 12-pound solid shot, once amidships and near walking beam; no great harm done. I proceeded to Orange Mills and there found the *Houghton*.

This morning a report from Colonel Noble informed me of the loss of the tug *Columbine* and capture of most of those on board. Colonel Noble writes me that some (he does not say how many) of the Thirty-fifth Colored had made their way to Haw Creek and had given this information. They say that on Monday night, the 23d, opposite Horse Landing, the *Columbine* was opened upon as she was coming down the river, that she was disabled by the enemy's artillery, and was captured by 200 of the enemy.

It was on Tuesday, the 24th, at 4 o'clock p. m., that I communicated with the *Ottawa*, then lying at the mouth of Dunn's Creek, and within 5 miles of Horse Landing. The *Ottawa* had been here since Sunday and yet she knew nothing of the report.

This morning my cavalry captured a prisoner who says that Dickison (rebel) says he has captured a little boat and two small guns; that he has burned the boat.

It seems, therefore, that this firing on Sunday night was by the enemy's artillery. This fact was not communicated to me until Tuesday afternoon, too late to do anything for the *Columbine*, if, indeed, anything could have been done for her.

I deem it fortunate that I did not attempt to run farther up the river than Picolata with my troops.

I will submit further facts in relation to the loss of the *Columbine* and the capture of the two posts at Welaka and Saunders as soon as received.

While regretting the losses, and condemning whatever there may have been reprehensible in conduct of commanders at Welaka and

Saunders, I feel keenly the disaster to the *Columbine* and her gallant crew, resulting, as it did, in the attempt to relieve my command.

My reconnoissance to the front, of the 25th, has developed the fact that there is no enemy at Camp Finegan. I captured a prisoner this morning who confirms the fact.

The force in Florida is as follows: At Camp Milton, of the Second Florida Cavalry, Colonel McCormick (effective men), 600.

Artillery, two small pieces. Camp Milton and McCurths [McGirt's] Creek strongly fortified.

At Baldwin, no troops; strong fortification; two pieces of artillery.

At trestle, across the St. Mary's, being fortified at this time by negroes.

State troops raised for State defense. Three companies expected daily at Camp Milton, and 2,000 in all looked for.

Captain Dickerson's [Dickison's] cavalry has 200 effective men stationed at Palatka; Dunham's artillery of light pieces on St. John's River, near Welaka, Saunders, and Horse Landing.

I am, captain, very respectfully, your obedient servant,

GEO. H. GORDON,
Brigadier-General, Commanding.

Captain BURGER,
Assistant Adjutant-General, Department South.

Report of Colonel Noble, U. S. Army, commanding forces East St. John's River, Florida.

HEADQUARTERS U. S. FORCES,
East St. John's River, Haw Creek, May 26, 1864.

CAPTAIN: I have the honor to report that I am returning from Volusia with the detachment of Seventeenth Connecticut, who have been stationed there, accompanied by two families of refugees; have five loads of unginned cotton. It is reported to me this morning by a party of soldiers of the Thirty-fifth U. S. Colored Troops that the gunboat *Columbine* was captured (with all on board except themselves) by the rebels Monday night. The vessel was disabled by the enemy's cannon from opposite Horse Landing, so that she ran aground, when a party (reported by them to be 200 strong) came off from the other shore and captured the vessel. No further particulars can be gained from these men, except that there were a number killed and wounded on board the ship by the enemy's cannon. These men are without clothing except their shirts; one of them is slightly wounded.

I have the honor to be, very respectfully, your obedient servant,

W. H. NOBLE,
Colonel, Seventeenth Connecticut Volunteers, Comdg. Forces.

Captain H. B. SCOTT,
Assistant Adjutant-General, District of Florida.

Report of Lieutenant-Commander Breese, U. S. Navy, commanding U. S. S. Ottawa.

U. S. GUNBOAT OTTAWA,
Off Bay Point, May 28, 1864.

SIR: In compliance with your instructions of the 22d instant, I got underway in this vessel, with the *Columbine* in company, and pro-

ceeded to Picolata, where I had a consultation with General Gordon on the subject of the expedition. It was arranged that I should take 270 troops on board this vessel and 100 on board of the *Columbine* and proceed with them opposite to Palatka and there land them; the *Columbine* to retain 30 of hers on board as a guard. The steamer *Houghton* accompanied us, with General Gordon and about 300 men. At 4:15 p. m. we arrived at Palatka, where the troops were disembarked, and the *Columbine* and this vessel proceeded up the river. I sent the *Columbine* ahead, as she was the faster, and the object was to reach Volusia as soon as possible. The *Columbine* was protected by 50 sand bags and some bales of hay. I enjoined caution on the captain and directed him to make the best of his way to Volusia and take our troops on board if they were there, and return immediately, and if they had been captured to return at once. The understanding between the general and myself was that I should go on up as far as the pilot could take the vessel, which I thought would be about Brown's Landing, 200 or 300 yards above Dunn's Creek. At 7:20 p. m. of the 22d instant I came to anchor off Brown's Landing, about 250 yards distant, and just astern of us the *Houghton* anchored. Not knowing why she came up, I took the dingey and went on board to ascertain, when I was informed that the general thought it best that she should be under the protection of this vessel during the absence of the troops. I had scarcely been told this when I was startled by the report of a fieldpiece fired at the *Ottawa*. I immediately jumped into my boat and returned to the ship before she had fired a shot in return, but she was all prepared and in the act of firing. At 7:50 engaged the enemy and fired by the flash of their guns. We could distinguish nothing else. The enemy had four fieldpieces of from 6 to 12 pounders, I should judge, and fired shell, grape, and solid shot at us and the *Houghton*. The firing was quite rapid at first and very accurate, but after the third discharge of the 150-pounder rifle they ceased firing entirely and retreated, I presume. This vessel was struck by grape 37 times and received a shell through the smokestack, carrying away also the mainstay. Fortunately there were no casualties. The chain was slipped as soon as possible to get the vessel in motion, as we were too good a target for them. The firing was continued on our side until 9:20 p. m., some time after the enemy had ceased, because I was not certain but what he might be lurking somewhere on the banks, and I spread the fire along the river. At 9:45 p. m. anchored off the mouth of Dunn's Creek. At 9 a. m. on the 23d got underway and weighed the anchor, which had been slipped. The vessel was not again fired upon. The landing would scarcely be noticed; the woods were very dense, and the undergrowth extends to the water's edge. I do not know whether we inflicted any damage upon the enemy or not, but presume we did, or he would not have ceased firing so soon. I did not feel justified in landing a boat, as it would be in the way if fired upon. It is with pleasure I can testify to the spirited and manly conduct of the officers and men.

On the afternoon of the 24th, a messenger arrived from General Gordon, informing me that all had been accomplished by the expedition that could be, and that he wished this vessel to return to Palatka and embark the troops that she had landed there, and that he had sent a messenger to the *Columbine* to return. I immediately returned to Palatka, and anchored at 5:20 p. m. I there saw an orderly from

General Gordon, informing me that, as the *Houghton* was not there, he had concluded to go by land to Orange Mills, and there embark the troops. I remained at anchor all night with the hope that the *Columbine* would return, but heard nothing of her. At 11:10 a. m., on the 24th, anchored at Orange Mills, but found no troops. The general had embarked part of his men on board of the *Houghton*, and the remainder he had marched across to Picolata. It left me in an awkward position, as the vessel could not float across the flats. I received on board 7 stragglers, left behind at Palatka, and 4 from Orange Mills, belonging to the One hundred and forty-fourth and One hundred and fifty-seventh New York Volunteers. On the 28th instant crossed the flats unassisted and anchored off Bay Point, agreeably to your order.

Accompanying this is a report of ammunition expended in the engagement with the battery.

Very respectfully, your obedient servant,

S. LIVINGSTON BREESE,
Lieutenant-Commander, U. S. Navy.

Commander GEORGE B. BALCH,
Commanding St. John's River Flotilla, Jacksonville, Fla.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting confirmatory report of Commander Balch, U. S. Navy.

No. 239.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 4, 1864.

SIR: I enclose herewith a report from Commander Balch, senior officer present in the St. John's River, Florida, from which there seems to be little doubt of the capture of the *Columbine*.

As the officers and crew are probably prisoners, it will be impossible to have any investigation at this time.

There is always more or less risk in passing these light steamers through narrow streams, where they are liable to be fired on without any warning from the densely wooded banks, and can not turn readily or maneuver, while their armament is too trifling to be of much account.

Still, when the operations of the land forces require such aid, it is necessary to give it, and do as well as we can.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Balch, U. S. Navy, commanding U. S. S. Pawnee.

U. S. STEAM SLOOP PAWNEE,
Off Jacksonville, Fla., May 30, 1864.

ADMIRAL: I regret to have to report the capture of the *Columbine* by the rebels on Monday, the 23d instant, and under the following circumstances:

By the enclosed communications you will perceive that two of our posts on the east side of the St. John's, left by General Birney, were captured by the enemy, and another, consisting of 50 men at Volusia, was

in imminent danger of being captured. Information was received by General Gordon at 11:40 p. m., of the 21st instant, who immediately asked my assistance in trying to save the post at Volusia. Upon consultation with the general, it was deemed by us advisable to send the *Ottawa* and *Columbine* up the St. John's, the former to go as far up the river as the depth of water would admit, and the latter to proceed to Volusia with all dispatch, to assist the troops at that point, and also to prevent the enemy from recrossing to the west bank of the St. John's.

General Gordon embarked his troops in the *Charles Houghton*, and without delay proceeded to Picolata, where he put aboard the *Ottawa* and *Columbine* an additional force, and together proceeded up the river to a point near Palatka, where he disembarked his troops and marched at once for Volusia. The *Ottawa* and *Columbine* left for the purpose of carrying out the plan as agreed upon, the *Ottawa* anchoring at Brown's Landing, distant 12 miles by the river from Palatka, the *Houghton* in company for greater protection, by order of General Gordon; the *Columbine* proceeding without delay to Volusia bar, which she reached at 11 p. m. of the 22d instant.

I herewith transmit the report of Lieutenant-Commander Breese, of the *Ottawa*, detailing an account of the attack made on his vessel and the *Houghton* by a rebel battery. You will be pleased to learn from the report of Lieutenant-Commander Breese that the battery was soon silenced, and much to the credit of the officers and crew of that vessel. The engagement took place on Sunday night, the 22d instant, and the *Ottawa* remained at anchor off Brown's Landing till the afternoon of the 24th, when the messenger (referred to in Lieutenant-Commander Breese's report) arrived, bringing the information from General Gordon that all had been accomplished and that the general had sent word to the *Columbine* to return.

From Lieutenant-Commander Breese, I learned that the pilot of the *Ottawa* (one of the best on the river) declined to take the *Ottawa* farther up the river than Brown's Landing, not on account of the depth of water, but on account of the narrowness of the channel, and the impossibility of making the turns in it with a vessel of the *Ottawa's* length. It would therefore seem that Lieutenant-Commander Breese literally obeyed my orders, which were to go as far up the river as possible.

By the report of Colonel W. H. Noble, commanding United States forces on the east side of the St. John's, you will learn that the *Columbine* was captured on Monday night by the enemy at Horse Landing. This landing is distant by the river some 5 miles above Brown's Landing, where the *Ottawa* was then at anchor. Lieutenant-Commander Breese, and his executive officer, Acting Master Gamble, state that they heard nothing that led them to believe that the *Columbine* was engaged with the enemy. This they account for by the dense woods intervening and thus preventing the sound of the guns reaching them.

General Gordon informed me to-day that he expected the men who, had escaped from the *Columbine*, and who had arrived at St. Augustine, to reach Jacksonville this evening, and I regret that they have not, as I was anxious to see them and get their statements in relation to the capture of the *Columbine*, that I might transmit them to you for your information. Colonel Noble has sent General Gordon's statements from two of those who escaped from the *Columbine*, and they are to the effect that she was on her way down the river, and that when near

Horse Landing she commenced shelling the woods in that vicinity. Soon after opening fire, the enemy opened fire from four pieces of artillery, her rudder chains being shot away at the first discharge, and that she ran aground; that she fired on the enemy, and, from the accounts referred to, surrendered after being under fire from one hour to three hours. These men reported several killed and some 8 wounded, and 5 men drowned.

It will be more satisfactory to you to have the statements of those who have escaped, and at the earliest moment possible I will examine them and transmit to you their statements.

I regret exceedingly the loss of the *Columbine*, but I did not, under the pressure of the call made upon me, feel that I could do otherwise than to cooperate to the utmost to save our forces, threatened as they were, and which we had reason to believe would be captured if vigorous and prompt assistance was not rendered. I have proposed to General Gordon to send out a flag of truce for the purpose of learning everything we can in relation to the capture of the *Columbine*, and this will be done at the earliest moment deemed advisable, but, as the general intends to move against the enemy on the morning of the 1st of June, he seems to think it better to delay taking a step of this kind till he has accomplished his movement. The rebel force in front is said to be weak, and I trust he will succeed in inflicting a serious blow on the enemy.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting additional report of Commander Balch, U. S. Navy.

No. 269.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, June 18, 1864.

SIR: I transmit herewith a report from Commander Balch, giving some particulars of the capture of the *Columbine*.

There is always some satisfaction in knowing that when a vessel is lost every effort has been made to prevent it by a stout defense. Of course it is impossible to be certain of all the facts until they are developed by a court of enquiry, which can only be instituted when a sufficient amount of evidence is obtained.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Balch, U. S. Navy, commanding U. S. S. Pawnee, forwarding statement of escaped landsman from the U. S. S. Columbine.

U. S. STEAM SLOOP PAWNEE,
Off Mayport Mills, Fla., June 12, 1864.

ADMIRAL: I have the honor herewith to transmit the statement of Drover Edwards (landsman), late attached to the *Columbine*. He

escaped from that vessel after she surrendered but before the rebels took possession. He is intelligent, and gives the subjoined statement clearly and with every appearance of truth.

From his statement, I rejoice to believe that the honor of the Navy was fully and gloriously maintained; and though we have to regret the loss of a very useful vessel, still it is gratifying to know that she was in the performance of most important service, viz, the assistance of our troops, which were in imminent danger of being cut off by the enemy.

I am, very respectfully, your obedient servant,

GEORGE B. BALCH,
Commander, U. S. Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

[Enclosure.]

Statement of Drover Edwards, landsman, late attached to the *Columbine*, who escaped by swimming to the east side of the St. John's, on the 23d day of May, 1864, the day of the engagement of the *Columbine* with the rebel battery at Horse Landing, on the St. John's River, Florida.

The *Columbine* arrived at Volusia Bar at 11:30 p. m. on Sunday night, the 22d instant. Next morning a boat was sent to communicate with our troops at that post; found all safe. At noon, Monday, 23d instant, the *Columbine* started on her return. She stopped at Welaka, a landing above Horse Landing, about half an hour, and then proceeded down the river. At 4 p. m., when near Horse Landing, called all hands to quarters and commenced shelling the wood, and when opposite the landing fired two more rounds. The rebels opened fire from a battery, distant not more than 30 yards, the forward gun being struck and knocked around, the carriage being injured, but not so as to render the gun useless, and the wheel ropes being shot away. Endeavors were made to repair the wheel ropes, but before this could be done she was aground. We continued firing. Captain Sanborn had given orders to "hook her on," with the object of endeavoring to run by the battery, but she was aground. Directions were given by Captain Sanborn to shift the forward gun over to the starboard side to bring it to bear on the battery; this was done, and fire opened again on the battery. The captain (Sanborn) fired every gun, and this continued till about 6 p. m., steady firing.

Many were killed by the rebel fire, as also many wounded; estimates the total killed and wounded at 20. Captain Daniels, commanding detachment of Thirty-fifth U. S. Colored Troops, was wounded. Saw many lying in the gangway killed and wounded. I saw 5 drowned, 4 being soldiers and the other belonged to the *Columbine*, named William Moran (landsman), colored. At about 6 p. m. Captain Sanborn showed a white flag and surrendered. The rebels hailed and told him to send a boat ashore; boat was riddled with shot; did not send a boat. The rebels sent off three boats. When nearly alongside, I jumped overboard and swam to the east side of the river, and escaped to the woods; here I met three soldiers of the Thirty-fifth U. S. Colored

Troops, who had also jumped overboard. Together we made our way to St. Augustine, which place we reached in five days.

I hereby certify that the above statement is true and correct.

his
DROVER x EDWARDS,
mark.
Landsman.

Certified to as the statement of Drover Edwards (landsman), late of the *Columbine.*

GEORGE B. BALCH, U. S. Navy.

JUNE 12, 1864.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting commendatory letter from Colonel Gordon, U. S. Army.

No. 276.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, June 20, 1864.

SIR: I take pleasure in forwarding the enclosed for the information of the Department.

It is satisfactory to find that the incessant labors of the Navy in this quarter are sometimes acknowledged.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

HDQRS. OF AUXILIARY COLUMN TO GORDON'S COMMAND,
Jacksonville, Fla., June 3, 1864.

CAPTAIN: It is a duty and pleasure to express through you to the officers and privates of your branch of the service my high sense of the efficient aid rendered by them to my column in their advance auxiliary to General Gordon's late expedition.

We found the whole extent of the waters to be traversed by one portion of the expedition, had been thoroughly searched for torpedoes, and that in the vicinity of our landing your picket boats had pervaded and patrolled every part of the surface.

I desire you particularly to express to Captain Lewis my thanks for his admirable arrangements for the rapid landing of the troops, and his efficient supervision thereof.

Accept also for yourself our obligations for the prompt and complete arrangements made by you to protect and effect our transportation and debarkation.

I am, captain, with sentiments of high respect and regard, your obedient servant,

WM. H. NOBLE,
Colonel, Commanding Auxiliary Column.

Captain GEORGE B. BALCH,
Commanding Naval Squadron, St. John's River.

Report of Lieutenant-Commander Lewis, U. S. Navy.

U. S. S. MAHASKA,
Off Jacksonville, Fla., June 24, 1864.

ADMIRAL: I have the honor to inform you that I have just learned, through the general commanding this district, of the entire destruction of the *Columbine* by fire, at the scene of her late capture by the rebels.

This information was derived through scouts sent up the river by General Birney, at the instance of Captain Balch, to ascertain her true fate, and this intelligence has been corroborated by a prisoner captured a few days since near our lines.

Her armament was, of course, secured, and is now in the enemy's hands, which we will look out for if they should bring it near the river.

Very respectfully,

R. F. R. LEWIS,
Lieutenant-Commander and Senior Officer Present.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron.

Report of Acting Ensign Sanborn, U. S. Navy, late commanding U. S. S. Columbine.

U. S. S. PHILADELPHIA,
Port Royal Harbor, S. C., September 3, 1864.

SIR: It becomes my painful and unpleasant duty to report to you the particulars of the loss of the U. S. S. *Columbine*, under my command, in the St. John's River, on May 23, 1864.

On the 22d of May, at 4 a. m., I received orders by the army transport *Charles Houghton* to report to Lieutenant-Commander S. L. Breese, commanding the U. S. S. *Ottawa*. I reported to him at 5 a. m., and assisted her in reaching Palatka. From this place, I was by him ordered to proceed to Volusia, and convey such orders as I might receive from General Gordon, to whom he ordered me to report. Reporting to General Gordon at a landing opposite Palatka, I received orders from General Gordon to receive on board a detachment of the Thirty-fifth U. S. Infantry (colored), under command of Captain Daniels, as a guard, and verbal orders to be communicated to the commandant of the post of Volusia, 50 miles farther up the river.

Leaving Palatka and the *Ottawa*, with orders to return immediately, at 6 p. m., I reached Volusia Bar, 5 miles from Volusia at 11:30 p. m., when I dropped anchor.

In the morning, owing to the low state of the tides, I found it impossible to safely cross the bar with the *Columbine*. I therefore dispatched Acting Master's Mate W. B. Spencer, with an armed boat's crew, to convey General Gordon's orders to the commandant of the post at Volusia, and return immediately. He was successful in so doing, and returned to the vessel at 11:30 a. m., of the 23d. Immediately after his return, I weighed anchor and commenced my return, I stopped at Rembert's [Island] and Welaka on my return, at which latter place I obtained the particulars of the capture of a detachment of the Seventeenth Connecticut Volunteer Infantry, under command of one Captain Hobbie. This was part of my orders.

Immediately after my departure from Welaka, I beat to quarters, as I expected to be fired on by infantry at Horse or Cannon's Landing. Upon rounding the point next above, I opened fire upon the landing and road above, leading to it, as soon as my guns could be brought to bear, also giving the orders to slow down and lower the torpedo catchers, which were immediately executed.

I could discover nothing suspicious until directly abreast the landing, distant about 100 yards, when two pieces of artillery, concealed by the shrubbery and undergrowth, almost simultaneously opened fire upon me. I instantly gave orders to "hook on," but unfortunately the second shot of the enemy cut my wheel chains, and at the same time the pilot abandoned the wheel and jumped over the bow. The vessel almost immediately went ashore upon a mud bank. Before she struck, one of the enemy's shot struck the main steam pipe, knocking a hole in it, causing a great loss of steam. Her being ashore and the injury to the wheel chains were reported to me at nearly the same moment. I left the hurricane deck and took charge of the forward gun, sending Mr. Spencer aft on the quarter-deck to ship the tiller and hook the relieving tackles, at the same time stopping and backing the engine.

The engineer, Mr. Johnson, now reported the loss of steam, and at nearly the same moment Mr. Spencer reported the quarter-deck swept by the enemy's sharpshooters and grape, and the after gun abandoned, and Mr. Davis killed.

I now placed the forward gun in charge of Quartermaster James Smith, and repaired to the quarter-deck. I saw immediately the utter impossibility of saving the vessel unless the enemy could be dislodged. I now returned to the forward gun, of which I took charge, at the same time ordering Mr. Spencer to try and rally the infantry, which was now jumping overboard on all sides and swimming ashore. By our united exertions, we finally stopped them. The engineer in charge, Mr. Johnson, at this time informed me the engine was useless, as one of the after frame timbers had been shot away and locked the wheel. The officer in charge of the infantry having been wounded, the second in command, and myself, seeing all hopes of escape cut off and the riflemen on the port bank of the river shooting the men down at the forward gun, I called a council of my remaining officers, in which it was decided to surrender. I was spared the mortification of hauling down the flag, it having been shot away in the early part of the action. It now became my humiliating duty to hoist a white flag to prevent the further useless expenditure of human life. A boat from the enemy immediately boarded me, demanding the surrender of the vessel. I refused to surrender to the officer in the boat, but lowering my own boat went on shore and asked to see the commanding officer. I was immediately presented to Captain Dickison, C. S. Army, from whom I demanded, in case of an unconditional surrender, personal safety to the officers and colored men on board, which was immediately guaranteed, whereupon I surrendered myself, officers, and crew as prisoners of war, and my vessel a prize to the so-called Confederate States of America.

The loss, in killed, wounded, and missing, is as follows, viz: Acting Master's Mate John Davis, while nobly performing his duty, killed. Privates, 5 wounded, 16 killed and missing.

I take great pleasure in recommending to your favorable notice the conduct of Acting Third Assistant Engineer Henry J. Johnson, who coolly performed his duty until the engine became disabled, when he rendered me the most valuable assistance on deck; also that of Acting Master's Mate W. B. Spencer.

I have the pleasure to inform you that immediately after the removal of the wounded, the enemy set her on fire, burning her to the water's edge without removing an article of value.

She also formed a funeral pyre for those who fell while nobly defending her and the flag from dishonor. The remains of Mr. Davis were decently interred, covered by the flag he loved so well, and which he died bravely defending.

I have the honor to remain, very respectfully, your obedient servant,

FRANK SANBORN,
Acting Ensign, U. S. Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

[Telegram.]

LAKE CITY, *May 25, 1864.*
(Via Savannah, May 27.)

The following dispatch has been received from Captain J. J. Dickison, Camp Call, near Palatka, East Florida, dated 23d instant:

After a hot engagement of forty-five minutes, I have succeeded in capturing the steamer *Columbine*, carrying two 25-pounder Dahlgren guns, taking about 65 prisoners, 6 wounded, and about 20 killed and drowned, together with 65 stand of arms and 3 stand of colors. Among the prisoners are 8 commissioned officers. No one hurt on our side. I was compelled to burn the boat to prevent her falling into the enemy's hands, as the gunboat *Ottawa* was anchored only a few miles distant.

J. J. DICKISON,
Captain.

Captain W. G. BARTH,
Assistant Adjutant-General.

PATTON ANDERSON,
Major-General, Commanding.

Major-General SAM JONES.

Report of Captain Dickison, C. S. Army, commanding Second Florida Cavalry.

HEADQUARTERS,
Camp Call, East Florida, May 24, 1864.

CAPTAIN: I have the honor to report that on the evening of the 23d instant, while the steamer *Columbine* was on her downward trip, I engaged her at Horse Landing with a section of Milton Artillery, commanded by Lieutenant Bates, and 20 picked riflemen from my cavalry force. After the second fire from our battery she became disabled. We continued to pour canister and solid shot, while our sharpshooters kept a constant and well-directed fire until she became unable to manage her guns. Our battery shot with much precision, nearly every shot taking effect, riddling her very badly and carrying away her rudder. She consequently became unmanageable and

grounded. Her colors were shot away and her white flag was noisted. The engagement lasted about forty-five minutes.

We captured in this engagement 7 commissioned officers and 1 claiming to be a noncombatant, 9 seamen, and 47 enlisted negroes. Number killed and drowned, about 25. Of the negro troops, Captain Daniels and 5 negroes were wounded, 3 of which are mortal. Among the killed was a lieutenant of the naval service.

After the surrender several of the men jumped overboard and swam for the opposite shore, but most of them were drowned. The deck presented a horrible scene, the dead and wounded lay weltering in blood. Most of the negro troops have owners in North Carolina and Florida. I regret my perilous situation compelled me to fire the boat, as the gunboat *Ottawa* was only a few miles below the scene of action. It is strange to say that she did not come to the rescue. The two Dahlgren guns and machinery of the boat can be saved from the wreck as soon as proper transportation can be obtained.

I am thankful to Divine Providence that no one was hurt on our side. The *Ottawa* still remains in the river.

The conduct of Lieutenant Bates and my entire command deserves my highest commendation for their gallantry and determination to gain the victory.

The following property was also captured:

Rifles	42
Cartridge boxes	28
Rounds of ammunition	2,000
Bayonets	35
Swords	5
Pistols	8
Cutlasses	4
Nautical compasses	2
Chest bomb fuzes	2
Spyglasses (these glasses are now being used by my pickets on the river posts)	2
Stand of colors	3
Boats	2

I would respectfully ask that one of the swords be presented to Lieutenant Bates for his gallant conduct.

Respectfully submitted.

J. J. DICKISON,
Captain, Commanding Forces.

Captain W. G. BARTH,
Asssst. Adjt.-General, Hdqrs. Dist. of Florida, Lake City.

[Endorsement.]

HEADQUARTERS MILITARY DISTRICT OF FLORIDA,
Lake City, Fla., May 27, 1864.

Respectfully forwarded for the information of the major-general commanding the department.

I have directed the captured property to be turned over to the proper staff officers, except the two swords which Captain Dickison and Lieutenant Bates have been allowed to retain as evidences of the high appreciation of their gallantry which I entertain.

PATTON ANDERSON,
Major-General, Commanding.

Report of Acting Master Rogers, U. S. Navy, transmitting report of Acting Master's Mate Rich, U. S. Navy, regarding a reconnoissance in Price's Inlet, May 23–26, 1864.

U. S. S. MARY SANFORD,
Off Charleston, June 3, 1864.

SIR: I respectfully submit a report of Acting Master's Mate Albert F. Rich, whom I sent in to Price's Inlet to make a reconnoissance from Dewees Inlet to Bull's Bay, and to be particular to get the depth of water through the sound, which he was successful in doing.

The weather has been so unfavorable that I have not had a chance to sound Price's Inlet bar thoroughly.

I think I can safely say there is 10 feet of water on the bar at high water.

Dewees Inlet has 1 foot of water on the bulkhead at low water.

Caper's Inlet I have not yet had an opportunity of sounding.

Very respectfully, your obedient servant,

WM. C. ROGERS,
Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. MARY SANFORD,
Off Charleston Bar, June 3, 1864.

SIR: I have the honor to make the following report as the result of my reconnoissance inland of Price's Inlet:

On the evening of the 23d, at 8:30 o'clock, I left the ship in the dingey, with two of the ship's crew, and proceeded toward Price's Inlet. At 9:30 crossed the bar, carrying 8 feet of water; inside it gradually deepened to 3 fathoms, the headlands bearing N.E. and S.W., with light at salt works bearing N.W. I then proceeded to the north and westward about one-fourth of a mile, then to the westward, opening the lights at salt works, and rowed toward them in a northwesterly course till within about one-half a mile of them. Discovering a small boat at anchor in the center of the channel, I did not think it prudent to go farther in that direction. On my port hand, but a short distance back, was a wide creek running apparently in a westerly direction; to this I returned. I found it to be quite straight and running principally in a southwesterly direction, with 4 fathoms of water at its mouth, and gradually shoaling as I advanced. At the shoalest places, finding no less than 14 feet, I followed this creek into a broad space of water, which I sounded in various places, finding no less than 15 feet and as high as 4¼ fathoms. I rowed across this to Dewees Island, on the north point of which I discovered a man. Passing him cautiously, I entered a creek running southwesterly, with about the same water as was in the other, not having less than 15 feet; this opened abreast Dewees Inlet into another broad space, with water varying in depth from 2½ fathoms to 4 fathoms. I crossed this and entered another creek, running westward in the rear of Long Island; this I explored about three-fourths of a mile, finding the same water as in the other creeks; its course, as far as I could see, was westerly. As the tide was about two hours ebb and the moon had risen so high

as to make discovery possible, I returned by the same route to Caper's Inlet and made an attempt to cross the bar. The shallowness of the water prevented my accomplishing this, so I returned to the creek I had been following and rowed down behind Caper's Island and entered one of the numerous small creeks that empty into the main channel. I advanced up this till I grounded on oyster beds; this was about 4 a. m. I lay here till the tide floated me, then worked the boat up the creek on the tide. Looking for a place of concealment in the woods, failing to find a secure one, I hauled my boat into the marsh grass and lay there till 8.30 p. m., when I again set out. From the main channel I went to the one passing the salt works, crossed this, and after pulling a short distance toward Price's Inlet, discovered another wide creek running in a northeasterly direction. I followed this till it opened on Bull's Bay, with water varying in depth from 2½ fathoms to 3¼ fathoms. It being near daylight, I entered and pulled up a small creek toward Bull's Island, where I landed and hauled my boat into the grass. Leaving one man in the boat, with the other I cruised about the island till 11 a. m., 25th, but saw no one. Returning to my boat, I rested till 10 p. m., then shoved off and rowed toward Bull's Bay, with the intention of going off to the U. S. schooner *G. W. Blunt*, but finding it very rough outside, I turned into a cove in the north end of Bull's Island and hauled my boat into the grass, where I remained till 8 a. m. of the 26th, when taking advantage of the moderate wind and sea, I went off to the U. S. schooner *Blunt*, arriving aboard of her about 10 a. m.

I have given in this report as accurate an account of my reconnoissance as my memory and circumstances will permit, and would state, in conclusion, that I found in none of the creeks and waters sounded less than 14 feet; also that there are many places where light-draft vessels can easily survey, and in no place was the channel so intricate that vessels that can cross the bar may not navigate.

Very respectfully, your obedient servant,

ALBERT F. RICH,
Acting Master's Mate.

WM. C. ROGERS,
Acting Master, Commanding.

[Endorsement.]

Price's Inlet.—Nipsic's launch found 9 feet water at half flood; *Winona's* launch says 8 feet at low water.

Dewees Inlet.— Winona's launch found 9 feet at low water.

Caper's Inlet.— Winona's launch found no channel but for a small boat.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Hatch, U. S. Army, responding to a request for the use of a vessel for guard duty in the harbor of Port Royal, S. C.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., May 24, 1864.

GENERAL: I have received yours of 23d May, requesting that I would detail a ship for guard duty in the harbor in order to put in force the squadron regulation.

It would give me much pleasure to comply with your request, but the effective force of my command is so much reduced at this time that I fear it will be out of my power to furnish a vessel for the purpose.

I am, general, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Brigadier-General J. P. HATCH,
Comdg. Department of the South, Headqrs. Hilton Head.

Letter from Brigadier-General Hatch, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, requesting that the patrol of Coosaw Sound be resumed.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., May 25, 1864.

ADMIRAL: It was until lately the practice of the officer commanding the vessel blockading St. Helena to send a boat or boats, at night, up into Coosaw Sound, opposite the shores of Coosaw and Morgan islands. I am informed that this has been lately discontinued. I would respectfully request that instructions be given the officer at present commanding on that station to resume such patrol, and to extend the tour as far as the sawmill on Coosaw Island. A descent was made night before last upon Morgan Island and 12 persons carried off. Parties have also been seen reconnoitering the sawmill, the destruction of which would be a serious inconvenience to us.

Very respectfully, your obedient servant,

JNO. P. HATCH,
Brigadier-General, Commanding Department.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Hatch, U. S. Army, acceding to the request for a patrol of Coosaw Sound.

FLAGSHIP PHILADELPHIA,
Port Royal Harbor, S. C., May 25, 1864.

GENERAL: Your note of this morning is received, and I will order vessels up Broad River as you desire. Please let me know by signal of the *Cosmopolitan* being about to start, say half an hour previously, and the gunboats will move up at the same time. I will send instructions to the officer at St. Helena to resume the patrol which you mention.

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Brigadier-General J. P. HATCH,
Comdg. Department of the South, Headqrs. Hilton Head.

Joint expedition up Ashepoo and South Edisto rivers, May 25 to 27, 1864.*

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Hatch, U. S. Army, offering cooperation.

FLAG-STEAMER PHILADELPHIA, *May 22, 1864.*

GENERAL: On my return here early this morning I learned from Captain Reynolds that an expedition under General Birney was contemplated and some ordnance was asked for.

I hope two light-draft gunboats will be ready, and should like to be informed of details, so as to provide in season such further assistance as may be in my power.

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral.

General HATCH,
Commanding, etc.

Letter from Brigadier-General Hatch to Rear-Admiral Dahlgren regarding proposed operations.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., May 23, 1864.

ADMIRAL: Your note of the 22d instant is received. General Birney will call on you in person to make explanation of the operations contemplated. It is proposed to leave here on Tuesday. The expedition will be under General Birney.

Very respectfully, your obedient servant,

JNO. P. HATCH,
Brigadier-General, Commanding.

Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Stone, U. S. Navy, to furnish naval cooperation.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., May 24, 1864.

SIR: Having been requested to assist in an expedition which is to ascend the Ashepoo and South Edisto rivers in order to cut the Savannah and Charleston Railroad, I have detailed the [*E. B.*] *Hale* and *Commodore McDonough* for that purpose and put you in command of them.

The *Dai Ching* is at St. Helena, and will cooperate, so far as it can be done judiciously with reference to her length and depth, in the narrow parts of the channels of these rivers.

A detachment of marines from the *Wabash* and *Vermont* will report to you and will be distributed in the vessels as may be proper.

You will confer with General Birney, who commands the troops, and operate so as to support and cover them. If a diversion by the

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* For army operations see Official Records of the Union and Confederate Armies in the War of the Rebellion, Series I, Volume XXXV, Part I, pp. 7-11, 400.

vessels is only intended, you will be careful not to convert it into a real attack, and thereby change or disconcert the true issue.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Lieutenant-Commander EDWARD E. STONE,
Comdg. U. S. S. Chippewa, Senior Officer of Expedition, etc.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting reports of Lieutenant-Commanders Stone and Chaplin.

No. 229.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, May 28, 1864.

SIR: Since my last, nothing of importance has occurred. The blockade is maintained as well as it can be with the present force.

In the St. John's our positions are undisturbed, attention being given to tracing out the torpedoes which the rebels are so industriously engaged in placing about the channel, and have already resulted in the loss of three transports by the army.

On the 20th Captain Balch writes to me:

> From information received by deserters, it is believed that the force immediately in front of Jacksonville has been much reduced; but whether our force here is strong enough to make an advance is somewhat doubtful.

When I returned here on the 22d from Ossabaw, I found an expedition preparing by General Birney to ascend a certain stream and sever the railroad.

My cooperation being asked, I directed Lieutenant-Commander Stone to take the *McDonough* (Lieutenant-Commander Phythian) and the *Hale* (Acting Master C. F. Mitchell) and render whatever aid might be needed. The *Dai Ching* (Lieutenant-Commander Chaplin) was to assist so far as circumstances permitted. Two boat howitzers and a detachment of marines were added.

The expedition left this place on Wednesday, and early on Friday the army transports returned.

I was telegraphed that the affair was a failure, with the loss on the part of the army of a fine transport steamer, the *Boston*, which grounded under fire, and was destroyed to prevent falling into the hands of the rebels; some lives were lost, and about 60 horses were burned.

The *Hale* and *McDonough* did not return until the afternoon, not having been informed of the retreat of the troops.

The reports of the commanding naval officers show that the gunboats did the part assigned them satisfactorily and without loss.

Lieutenant-Commander Stone was senior officer in command, Lieutenant-Commander Chaplin commanded the *Dai Ching*, Lieutenant-Commander Phythian commanded the *McDonough*, and Acting Master Mitchell the *E. B. Hale*.

I enclose the reports of these officers.

Captain Boutelle, of the U. S. Coast Survey, with his usual zeal, accompanied the gunboats in the *Vixen*, and skillfully piloted them along the windings of the narrow channel.

I take this opportunity of making my acknowledgments to the eminent head of the Coast Survey, Professor Bache, for the many

advantages which I have derived while in command here, from the accurate surveys executed by his orders. Their scientific and practical excellence has never been surpassed in any country, and has rendered them invaluable in conducting operations in this quarter.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. S. CHIPPEWA,
Port Royal Harbor, S. C., May 27, 1864.

SIR: In obedience to your orders of the 24th instant, I proceeded with the *McDonough*, *Hale*, and *Vixen* to and up the South Edisto River, as far as Governor Aiken's plantation, on Jehossee Island, at which point I landed the marines and two howitzers on field carriages, who were ordered to cross the plantation to a point as near Willstown as they could get. I sent a boat to the point agreed upon with General Birney, with the expectation of communicating with him, but was disappointed, no vidette having been found. On the morning of the 26th, at 7:35, I opened with the howitzers on Willstown, and in the supposed direction of the battery, which we afterwards discovered from the window of one of the mills, but entirely out of range. As soon as the fog lifted, the vessels were ordered up as far as it was deemed prudent to go, and fire opened at 11:30 in the direction of the battery and houses at Willstown by the rifle guns of the *McDonough* and *Hale*. After firing for a couple of hours, orders were given for the vessels to return to the previous anchorage, and for the marines and howitzers to fall back to the place of debarkation. I dispatched an armed boat through Mosquito Creek, to communicate with the *Dai Ching*, being anxious to learn the cause of a large fire, observed to the westward, and the whereabouts of General Birney. On her return at 3 o'clock on the morning of the 27th, I received the melancholy news of the disaster to the steamer *Boston*, and that the general had returned to Port Royal, whereupon the marines and howitzers were ordered on board, and at daylight we proceeded down the river en route for this place, where we arrived this evening. The details of the loss of the *Boston*, and the part taken by the *Dai Ching*, in compliance with my orders, are fully set forth in the accompanying report of Lieutenant-Commander Chaplin. Although we did not meet the enemy, I am confident from the alacrity and cheerfulness with which my orders were obeyed, that the naval portion of the expedition would have brought back a far different account than that which must be told of the army.

Enclosed you will please find a copy of my orders to Lieutenant-Commander Chaplin, and a sketch showing the points occupied and covered by the forces under my command.

Hoping I have carried out your instructions to your entire satisfaction,

I remain, respectfully, your obedient servant,

EDW. E. STONE,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, Port Royal Harbor.

U. S. S. VIXEN,
Off Mouth of South Edisto River, May 25, 1864.

SIR: On the receipt of this order you will immediately prepare to accompany General Birney up the Ashepoo River. Captain Boutelle, U. S. Coast Survey, informs me that you will have no trouble until you arrive at Bennett's Point, at the mouth of Mosquito Creek (marked "A" in the accompanying tracing), at which point you may find some difficulty in turning, after which you will find the channel on the port hand. The object of your going is to act as a cover and feint.

General Birney will land to-night at the mouth of Mosquito Creek and take up his line of march on the road toward the Savannah and Charleston Railroad, which it is his intention to cut, if possible. You will please communicate with the general, and render every assistance in your power, having due regard to the safety of your ship. When the expedition returns you will resume your station.

I shall proceed up the South Edisto with the *Vixen*, *McDonough*, and *Hale*, and to-morrow morning open on Willstown, if I can get near enough; therefore, you will understand any heavy firing in that direction.

I send you a tracing of the proposed route and points.

A. Bennett's Point.

B. As far as I think it prudent for you to go.

C. The point at which I propose to land two howitzers and a few marines, in case I can not get up to Willstown with the vessels.

* ..... Proposed route of General Birney; you will find General Birney on board of the *Plato*, a small side-wheel steamer.

Hoping you will have a merry time,

I remain, respectfully, your obedient servant,

EDW. E. STONE,
Lieutenant-Commander, U. S. Navy.

Lieutenant-Commander J. C. CHAPLIN,
U. S. S. Dai Ching.

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U. S. S. DAI CHING,
Saint Helena Sound, May 26, 1864.

ADMIRAL: In obedience to orders from Lieutenant-Commander Stone to cooperate with General Birney in his expedition to cut the Charleston and Savannah Railroad, I have to report as follows:

The transports, with the exception of the *Boston*, arrived here at 6:30 p. m., May 25. I immediately called on General Birney for instructions, telling him I had no pilot, but thought I could find one on Ash Island. He replied, if I did not find one, he would send the captain of the transport *Wyoming* to pilot this vessel up in the morning, but in the meantime to send the *Wild Cat* outside to bring in the *Boston*. All the steamers proceeded up the Ashepoo, with the exception of the *Boardman*, which grounded near the mouth of the river. The *Boston* arrived about this time. I sent Acting Ensign Nelson on board the *Boardman* to render assistance, as he knew the channel. Mr. Nelson afterwards went on board of the *Boston* to pilot her to Bennett's Point. On his arrival at Mosquito Creek, he informed Colonel Montgomery that that was the place where the landing was to

* Tracing not found.

be made. Colonel Montgomery, seeing a steamer standing up the river, said his orders were to follow; Mr. Nelson said he could pilot no farther. The *Boston* still kept on, and got on shore under Chaplinman [Chapman's] battery about midnight. At daylight a pilot having been found, I started up the river to carry out my orders. While underway an aid of General Birney came on board and informed me of the grounding of the *Boston*, and the general thought it useless for me to attempt to get up, and to send our pilot and two boats to him. The pilot of this vessel was confident he could carry the ship up with safety; then the aid said I had better try it, as we could render them valuable assistance in case of danger. I proceeded at once up the river to the point where the *Boston* was on shore, and on my arrival found the enemy firing briskly on her from the battery, and nearly all of the troops ashore in the marsh having thrown away their arms and accouterments, and in many instances their clothing, I immediately opened fire from all of our guns, and in a very few minutes silenced the battery. The army gunboat *Plato* then proceeded to the *Boston*, we firing occasionally for two hours without a response. I called on the general again and asked if I could be of service in getting her off or saving public property. He replied, "No," that he had already sent one of the *Dai Ching's* boats with one of his own officers up to set her on fire, and requested me to send another in tow of *Plato;* however, before she arrived the vessel was in flames, having on board some 60 horses. After the rebels got the range, every shot struck the steamer; fortunately none was killed by the fire of the enemy, but some seven or eight were drowned in their hurried attempt to get on shore. It was supposed she had been struck 70 or 80 times, one or two shots going through here boilers. The colored troops being in a position where they could not return the fire, seemed to have been panic-stricken, and Mr. Nelson says it was as much as the officers could do to keep them from crowding into the boats and swamping them. At 11 a. m. the general started down to Bennett's point to embark his troops, as the object of the expedition failed. The *Dai Ching* followed to cover embarkation. At 2 p. m., the troops being all on board the transports, they started down the river; we followed, covering the retreat, and anchored off Otter Island at 3:50. It was the impression of Acting Ensigns Nelson and Sheppard that the *Boston* could have been gotten off. At all events, the horses might have been saved, as the *Plato* was alongside of her for some time before she was set on fire, and not a shot fired at them by the rebels.

Very respectfully, your obedient servant,

J. C. CHAPLIN,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Chaplin, U. S. Navy, commanding U. S. S. Dai Ching, to resume the patrol of Coosaw Sound.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., May 27, 1864.

SIR: I am informed by the commanding general that the practice which has always been customary to patrol Coosaw Sound with boats has been discontinued lately.

You will please to inform me, and resume such patrol, extending it as far as the new sawmill on Coosaw Island.

Parties have been seen reconnoitering this sawmill, and the destruction of it would be a serious inconvenience to the army.

I am informed that a descent was made on the night of the 23d upon Morgan Island, and 12 persons carried off.

I should like to be informed of all movements which occur contiguous to your blockading ground.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander J. C. CHAPLIN,
Commanding U. S. S. Dai Ching, St. Helena [Sound].

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the condition of certain vessels under his command.

No. 226.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., May 29, 1864.

SIR: The fleet engineer reports the condition of the *Huron* and *Seneca* as enclosed, and recommends their return north for repairs.

In repairing the damages that the *Unadilla* sustained in striking on the St. John's Bar, it was found that the worms had obtained access to her planking, and the ship's carpenter considers it advisable to dock her to stop further mischief (report is enclosed), so I send her north for that purpose.

The *Chippewa* is reported to leak badly, making at times as much as 88 inches a day.

This increases the existing weakness of the force, and I again recommend some effective addition.

The *Canandaigua* begins to exhibit results of steady work on her boilers.

The *Winona* is again under repair for the second time in the short period she has been here.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—The report on the condition of the *Seneca* will be forwarded per next mail steamer.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Mitchell, U. S. Navy, commanding U. S. S. E. B. Hale, to proceed to St. John's River, Florida, and relieve the U. S. S. Norwich.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, May 29, 1864.

SIR: You will proceed to the St. John's River and report to Commander Balch to relieve the *Norwich*.

You will be careful in ascending the St. John's that you do not inadvertently foul any of the rebel torpedoes. When there is reason to suspect them, you will sweep with two boats, one on each side of the channel, with a line from boat to boat, properly weighted, so as to sweep 5 to 10 feet below the surface.

The commanding officer of the *Norwich* has been ordered to transfer the pilot of that vessel to the *Hale*.

You will receive from the U. S. S. *Unadilla* a draft of 44 men for vessels in the St. John's.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Master C. F. MITCHELL,
Commanding U. S. S. E. B. Hale.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Baker, U. S. Navy, commanding U. S. S. Huron, to proceed to Philadelphia for repairs to that vessel.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., May 30, 1864.

SIR: You will proceed with the *Huron* under your command to Philadelphia, and on your arrival at that port you will report to Commodore C. K. Stribling, commanding navy yard at that station, for necessary repairs, and also to the honorable Secretary of the Navy by letter, enclosing copy of these orders.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander F. H. BAKER,
Commanding U. S. S. Huron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Parker, U. S. Navy, commanding U. S. S. Seneca, to proceed to New York for repairs to that vessel.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., May 30, 1864.

SIR: You will proceed with the *Seneca* under your command to New York, and on your arrival at that port you will report to Rear-Admiral Hiram Paulding, commandant of navy yard at that station, for necessary repairs, and also to the honorable Secretary of the Navy, by letter, forwarding to him a copy of these orders.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander JAMES PARKER,
Commanding U. S. S. Seneca.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding a reconnoissance of the defenses of Savannah.

No. 235.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., May 31, 1864.

SIR: Pursuant to my directions, a reconnoissance of the defenses of Savannah was made on Saturday last, and very successfully.

Moving by night, they reached Elba Island and stood in open daylight on the framework lookout at its north end, thus obtaining a correct idea of the obstructions and the batteries.

The ironclad *Savannah* lay in the stream ready for service.

The information coincides with what I previously knew from deserters.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Distribution of vessels of the South Atlantic Blockading Squadron, June 1, 1864.

Name.	Station.	Remarks.
*Williams	Murrell's Inlet	
Cimarron	Georgetown	
*Mangham	Cape Romain	
*Hope	Bull's Bay	
Canandaigua	Charleston	Outside the bar.
Flag	do	Do.
Nipsic	do	Do.
Winona	do	Do.
Sanford	do	Do.
Wamsutta	do	Do.
Acacia	do	Do.
Sweet Brier	do	Do.
*Blunt	do	Do.
New Ironsides	do	Inside the bar
Lehigh	do	Do.
Catskill	do	Do.
Passaic	do	Do.
Sangamon	do	Do.
Nantucket	do	Do.
Philadelphia	do	Do.
*Supply	do	Do.
*Adams	do	Do.
Home	do	Do.
Clover	do	Do.
Iris	do	Do.
Dandelion	do	Do.
Daffodil	do	Do.
Paul Jones	Stono	
Sonoma	do	
*Racer	do	
Memphis	North Edisto	
Dai Ching	St. Helena	
*Wild Cat	do	
Wabash	Port Royal	
Chippewa	do	
*Vermont	do	
*Ironsides	do	
*Valparaiso	do	
Jonquil	do	
Larkspur	do	
Carnation	do	
Houghton	do	
Pettit	do	

*Sailing vessels.

Distribution of vessels of the South Atlantic Blockading Squadron, June 1, 1864—Cont'd.

Name.	Station.	Remarks.
South Carolina	Tybee Island	
Harvest Moon	do	
* Ward	do	
Patapsco	Wassaw Sound	
Wissahickon	do	
Water Witch	Ossabaw	
* Fernandina	St. Catherine's	
Lodona	Sapelo	
* Ethan Allen	Doboy	
* Smith	Altamaha	
Paul Jones, jr.	do	
Stettin	St. Simon's	
* Braziliera	St. Andrew's	
* Para	Fernandina	
* Perry	do	
Pawnee	St. John's	
Mahaska	do	
Ottawa	do	
Hale	do	
Columbine	do	
* Norfolk Packet	Mosquito [Inlet]	
Montauk	Port Royal	Repairing.
Nahant	do	Do.
McDonough	do	Do.
Norwich	do	Do.
Camelia	do	Do.
Rescue	do	Do.
Geranium	do	Do.
* Midnight	do	Do.
Mohawk	do	Repairing; hospital ship.
Oleander		Supply stations south of Port Royal.
Marblehead		North for repairs.
Flambeau		Do.
Potomska		Do.
Seneca		Do.
Huron		Do.
Unadilla		Do.
Weehawken		Sunk or stranded.
Housatonic		Do.
* Kingfisher		Do.
Madgie		Do.

* Sailing vessels.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Balch, U. S. Navy, commanding U. S. S. Pawnee, to proceed to Charleston, S. C.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 3, 1864.

SIR: Upon the receipt of this you will transfer the command to Captain Lewis, of the *Mahaska*, and proceed to Charleston as soon as it is possible to cross the St. John's Bar, which it is hoped you can do now, with the assistance of the spring tides, and of Captain Boutelle.

Please say to General Gordon that I will send a vessel to replace the *Pawnee* as soon as possible.

My force is now so much reduced that I am compelled to resort to every expedient to carry on the usual duties.

The *Marblehead*, *Flambeau*, and *Potomska* are north, under repairs; the *Seneca* and *Huron* have left for the same reason. The *Chippewa* and *Unadilla* are about to leave. The *Housatonic*, *Kingfisher*, and *Madgie*, lost, while the occupation of the St. John's requires three additional steamers and a tug.

Thus at least 13 steamers are withdrawn from the duties that have been hitherto performed by this squadron, and the *Ironsides* is about to leave for Philadelphia.

The *Pawnee* having the most powerful broadside in the squadron, except the *Wabash*, which is useless, I am obliged to make the best use of her.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander GEO. [B.] BALCH,
Commanding U. S. S. Pawnee, Senior Officer in the St. John's.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Stone, U. S. Navy, to assume command of the U. S. S. Winona.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 3, 1864.

SIR: On the arrival of your relief, Lieutenant-Commander A. W. Weaver, you will turn over the command of the U. S. S. *Chippewa* to him and assume command of the U. S. S. *Winona*.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander EDWARD E. STONE,
Commanding U. S. S. Chippewa.

Report of Acting Master Lee, U. S. Navy, commanding U. S. S. Wamsutta, regarding the chase and destruction of the British steamer Rose.

U. S. S. WAMSUTTA,
Off Georgetown, [S. C.], June 3, 1864.

SIR: I have the honor to report that at 9 a. m. yesterday morning a suspicious-looking steamer was discovered by our lookout from the light-house, lying close inshore at North Inlet. It being ebb tide, our draft of water would not permit me to cross the bar, and I was under the necessity of waiting until the flood made, which I did, getting underway at 3 p. m. As soon as we were discovered by the stranger, she got underway and stood offshore, but finding that we were gaining rapidly on him, he altered his course, steering in for the south end of Pawley's Island, where she ran ashore near the wreck of another steamer and some buildings on the beach; the whole crew, consisting of about 20 persons, making their escape over the bows and by their boats, hastened by a rifle shell thrown at them by our 20-pounder Parrott. As soon as I arrived opposite him I threw a few shells and stands of grape into the buildings and woods and bushes, to clear them of any skulkers, and sent Acting Ensign E. R. Warren and Acting Second Assistant Engineer Henry Wanklin, with a boat's crew, on board, with instructions to save the vessel and boilers (with the view of hauling her off if possible) in case the crew had taken measures to destroy them, which as it proved they had done.

At this time a force of cavalry, consisting of about 75 men, was seen advancing from the northward near the beach. I ran a hawser to the steamer and attempted to tow her off, but she was too firmly aground and I could not move her. Meanwhile the cavalry had advanced to the edge of the woods, and commenced firing at our men on board the steamer, who returned their fire, and I also shelled the woods, which kept them back. It being then nearly 7 p. m., and finding it impossible to get the steamer afloat, I ordered her to be fired, and the engine to be destroyed as far as possible, which was done, we remaining near her until she was totally consumed.

She proved to be the English steamer *Rose*, of London, from Nassau, New Providence. No cargo, except some barrels and cases of liquors and small stores, was found on board, and nothing was saved, as we had not time. I enclose all papers found on board, the principal of which is her register, etc., and manifest from Nassau, with a few private letters.

I think she had been waiting for high water to enable her to get into North Inlet, and meantime had sent most of her cargo ashore, as her boat was down when she got underway.

At daylight this morning I returned to my anchorage inside the bar.

I would respectfully call your attention to the letter addressed to L. Ford, which shows that the blockade runners are yet daring enough to run out and into Charleston Harbor, notwithstanding the force maintained there.

I am, sir, very respectfully, your obedient servant,

CHAS. W. LEE,
Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron.

Capture of the U. S. S. Water Witch by Confederate boat expedition under Lieutenant Pelot, C. S. Navy, in Ossabaw Sound, Georgia, June 3, 1864.*

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report of Acting Volunteer Lieutenant Kennison, U. S. Navy.

No. 241.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 4, 1864.

SIR: It is with great regret that I have to forward the enclosed, giving information of the capture of the U. S. S. *Water Witch.*

The news reached me about 1 p. m. to-day, and shortly after dispatched the *Winona* to Ossabaw with a steam tug.

The *Unadilla* will leave soon, in order to assist in remedying this disaster.

The *Fernandina*, which was lying at St. Catherine's, not far from Ossabaw, got underway on hearing the news, and put to sea. If the rebels had used dispatch, they might have captured the *Fernandina*, too, as she is a sailing vessel, and not suspecting anything wrong, would have fallen easy prey.

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*The *Water Witch* was anchored about one-half mile due north of the mouth of Bradley's River. See map, Series I, volume 13, p. 221.—COMPILERS.

UNITED STATES STEAMER WATER WITCH.

I had determined to send the *Unadilla* and *Chippewa* north for repairs, the latter making 10 feet water per day, and the former being much damaged by the worms, a fact only disclosed while repairing the rudderpost, which had been displaced by striking on the St. John's Bar.

Both vessels will no doubt suffer much by being detained here, but with so many vessels absent under repair, I have no alternative.

I beg leave to call attention to the insufficiency of the present force, particularly if the rebels are active, which I think may now be reasonably looked for.

Several of the stations are occupied by sailing vessels, which can not move with facility if necessary; and the crews are also much reduced.

The *Massachusetts* was at Ossabaw and supplied the *Water Witch* on Thursday; that very night the attack was made.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Enclosure.]

U. S. S. SOUTH CAROLINA,

Tybee Roads, June 4, 1864.

SIR: I very respectfully report the capture of the U. S. S. *Water Witch*, as communicated to me by Master's Mate Wright, attached to the U. S. bark *Fernandina*, which arrived off here this morning and sent in a boat.

The following is the report of a contraband who escaped from the *Water Witch* after her capture, and was taken on board the *Fernandina* from the southeast point of Ossabaw Island:

The *Water Witch* first saw a large barge loaded with men close to them, about 2 a. m., June 3. They hailed it, and the answer was, "Go to hell, you sons of b——," followed by a volley of musketry at the *Water Witch*. The executive officer was on deck and sprung the rattle at once, and the pilot, who was in the pilot house, rung the bell to go ahead. Before they could slip the cable the rebels were on board, and at the same time they were boarded by boats on the other side. The fighting commenced at once, hand to hand, with cutlasses and pistols, and lasted some half hour or more before the capture was complete.

The contraband was ordered on deck, together with the engineers from the engine room; got forward and jumped overboard as soon as he could. As he was leaving heard one of the crew say: "My God, I am shot." Does not know how many were killed. When overboard saw four boats on the side he jumped from, and thinks there were four on the other side. Started for shore, and finally succeeded in reaching Raccoon Island [Key], [Ossabaw Sound], having swum 1½ miles. Went from there to Ossabaw [Island], where he lay in sight of the *Water Witch* until some time after daylight. *Water Witch* had not then been moved; rebels seemed to be having a grand jubilee on board.

Contraband went to southeast point of Ossabaw, made signals to the *Fernandina*, which took him on board at 11:30 a. m., 3d June.

The *Fernandina* intended to communicate with Wassaw, but drifted by and sent a boat in here. I have sent a boat to Wassaw to communicate with the vessels lying there; have also sent a telegram to you from Fort Pulaski, and shall send a boat with this immediately.

Have ordered the *Fernandina* to cruise along the coast and communicate with the *Pawnee* as she comes north.

Have coal brig alongside discharging coal for *Harvest Moon*, and shall ballast her to-night if possible, in order to have her out of the way.

Have sent boats off in preference to moving myself, as they will save time.

I have the honor to remain, very respectfully, your obedient servant,

WM. W. KENNISON,
Acting Volunteer Lieutenant, Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

P. S.—The *Harvest Moon* left here in obedience to orders at 3 p. m., June 3, 1864, for St. John's, Fla.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Stone, U. S. Navy, commanding U. S. S. Winona, to repair at once to Tybee, Ga., with a view to a recapture.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 4, 1864.

SIR: It is reported to me from the senior officer at Tybee that the rebels have surprised the U. S. S. *Water Witch*, lying in Ossabaw Sound.

You will repair to that place without delay. If the rumor should unfortunately prove true, you will occupy that station and endeavor to guard against the ill consequences of the capture, taking measures for her recapture if possible.

I send with you a tug. In case the *Water Witch* is still in Ossabaw, you will be careful not to permit her to escape, and inform me immediately thereof by way of Tybee and the telegraph.

If the rebels have taken the *Water Witch* out to sea you will at once communicate the news by the tug to the various stations along the coast, so that the vessels placed there may not be surprised by the rebels; and it may be advisable for you to pursue the *Water Witch*, in order to recapture her if possible.

The *Unadilla* will follow the *Winona* as soon as her crew can be replaced, and will assist in carrying out these orders.

Keep a lookout for torpedoes as you enter the Ossabaw.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander E. E. STONE,
Commanding U. S. S. Winona.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Young, U. S. Navy, commanding U. S. S. Cimarron, to proceed at once to Ossabaw, Ga., to assist in the attempt to recapture.

FLAG-STEAMER PHILADELPHIA, *June 5, 1864.*

SIR: You will proceed with the *Cimarron* to Ossabaw to assist in the recovery of the *Water Witch*, if that is practicable.

In passing Wassaw, communicate with the monitor *Patapsco*, now there, unless you learn from the tug sent there this morning (in passing her on the return) that this has been done.

On reaching Ossabaw measures should be taken to communicate with the vessels below and warn them in regard to their boarding netting, torpedo fenders and nettings, and picket boats at night, as enjoined by my order of February 19 (No. 20).

The *Water Witch* is to be recaptured if possible, or destroyed, unless secured by removal beyond reach of our guns.

I am to be kept advised of progress as soon as it can be done without interfering with operations.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral.

Captain YOUNG,
Commanding Cimarron.

Additional report of Rear-Admiral Dahlgren, U. S. Navy.

No. 242.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 6, 1864.

SIR: There seems to be no reason to doubt the capture of the *Water Witch* with all on board, except one contraband, who escaped and gave information of what took place, on hearing of which I dispatched the *Winona* at once and two other gunboats followed soon after. The *Wissahickon* also went around from Wassaw.

The orders were to retake her or destroy her.

Captain Stone, the senior officer present, reported last evening that after arriving at Ossabaw he proceeded up the sound and into Vernon River as far as the batteries permitted, but could see nothing of the *Water Witch*. She may have been taken to sea or into some of the inland passages entirely out of sight.

It is to be apprehended that long and undisturbed possession has relaxed the vigilance of our blockaders, and that, in some instances, precautions have been omitted because they seemed needless in places where, as far as the eye can reach, not a living soul is to be seen for months that looks like an enemy.

In February last the following passages occur in a general order which I issued:

If vessels on blockade are at anchor, they are not safe, particularly in smooth water, without outriggers and hawsers stretched around with rope netting dropped into the water.

Vessels on inside blockade had better take post outside at night and keep underway until these precautions are completed.

All the boats must be on the patrol when the vessel is not in movement.

The commanders of vessels are required to use their utmost vigilance; nothing less will serve.

It seems, however, that occasional warnings will alone serve to keep up attention, and it is well when the disaster is not too serious.

It is not to be disguised, however, that the force under my command is becoming inadequate to the duties of this station.

It is now so much reduced by the absence of vessels that are disabled and under repair, by losses and by the reduction in numbers of men whose times have expired, that it is difficult to sustain the blockade efficiently, and, in some cases, with safety.

But for the fortunate escape of the contraband, who gave warning, the rebels might have captured several isolated blockaders who would never have suspected her new character.

Sixteen of the vessels have sails only, no steam, and answered pretty well for blockade so long as they could be anchored inside; but this has always been more or less hazardous, and is now much more so, as they are alone and removed from all assistance. Outside they would be of little use.

I am also obliged to urge on the Department that some men may be sent down without delay.

On the 1st of June there was a deficiency of 1,360 men; this month it will be increased by 250 more.

I have not received any for these six months, except some 40 negroes that I took out of the *Massachusetts* a few days since.

The deficiency has reached such an extent that immediate relief is necessary.

The Bureau of Equipment informs me that 1,000 men will come in the *New Hampshire*, but I assure the Department that a few hundred are needed at once, and among them a number of firemen.

For six months I have detained men whose terms had expired; now it can be done no longer, and murmurs arise if they are kept a single day over the time. In one case, where it was supposed that the *Huron* was to accompany me on an expedition, the men came aft and made known their dissatisfaction to the captain.

I am even short of coal and have no more stock left (not issued) than would supply the vessels for a week.

It is not sufficient that coal is on its way; it is wanted here at this moment.

It is with great reluctance that I press these matters on the Department, when I know that demands are being made on it from every quarter; but I never trouble you so long as I can help myself, and only desire to keep you fully informed as to the actual state of things here.

I shall leave here to-morrow for Charleston, as the *Ironsides* will probably cross the bar there, on her way here to take in her masts.

I have just received a report from the *Fernandina*, from which it would appear that the *Water Witch* was not yielded without a severe contest.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Lieutenant-Commander Dana, U. S. Navy, regarding the attempt to find the captured vessel.

U. S. S. WINONA,
Ossabaw Sound, June 5, 1864.

SIR: I crossed the bar at Ossabaw and anchored this morning at 6:30. I found the U. S. S. *Wissahickon*, Lieutenant-Commander Crosman, here, he having come up last evening on information received from the only person who escaped capture. It appears that the *Water Witch* was captured by four armed launches at about 2 o'clock in the morning, as I informed you by telegraph. I ascended the Vernon River to a point as near to the battery at Beulah [Beaulieu] as it was deemed prudent to go. From that point I was enabled to see well up above Fort McAllister, and I am certain that she has either been taken to sea or carried entirely out of my reach. Had I been able to see her, I should have captured or destroyed her, if it had cost me one-half of my command.

I buried the remains of one of her crew, a black man, whose body we found floating near Raccoon Key. I shall send out to-night two picket boats at points which will render it impossible for them to surprise me, and continue to do so as long as I remain here.

Mr. Haffards thinks that the vessel below this (St. Catherine's) has left, as nothing could be seen of her as we passed in this morning. Taking that into consideration, I judge it must have been she that we saw last evening standing to the northward. I have not deemed it necessary to retain the *Unadilla*, as I can not now see the least chance for active operations. She will therefore carry back the dispatches. The *Larkspur*, Captain Davis, I have dispatched to the southward to communicate the intelligence and necessary warning.

I am indebted to Mr. Haffards and Captain Davis, of the *Larkspur*, for that assistance which alone has enabled me to make so promptly the above-mentioned reconnoissance. I think I shall carry out the suggestion of Mr. Haffards with reference to some negroes on a farm near by. He will inform you where it is. I send you an unintelligent contraband.

Respectfully, your obedient servant,

W. H. DANA,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron.

Report of Acting Master West, U. S. Navy, commanding U. S. bark Fernandina.

U. S. BARK FERNANDINA,
Off Wassaw, June 5, 1864.

SIR: At 9:30 a. m., June 3, during my absence at Sapelo, where I had gone to communicate with the *Massachusetts*, a man was seen on the south end of Ossabaw Island making signals to the ship. On getting him on board he proved to be a contraband named Peter McIntosh, belonging to the *Water Witch*, and reported the capture of that vessel by the rebels at 2 a. m. that morning under the following circumstances:

The night was dark and squally, so that it was difficult to see more than one or two ship's lengths, except in the flashes of lightning. The officer of the deck discovered a boat ahead close to, and hailed. The

reply was, "Who the hell are you hailing?" followed by a discharge of musketry. The alarm was at once given, but before the watch below could get up the boarding nettings were cut through and the ship boarded on both sides and ahead. There was a hard struggle on deck before the ship's company were overpowered by numbers, and many killed and wounded.

Soon after the surrender McIntosh slipped overboard and swam ashore, where he concealed himself till daylight. He says that they had not moved her by that time, and that she was blowing off steam as if something was the matter. He then made his way to this ship. The executive officer at once dispatched a boat to the *Lodona* with the information, and she must have reached there soon after I got back, which I did at 4 p. m., coming outside. I thought it very probable that they would attack us during the night, and as I had little hope of making a successful defense at anchor, and the wind and tide were favorable, determined to get the ship outside, if it was at the risk of losing her. We crossed the bar at 8:30 p. m., striking lightly several times.

It was my intention to remain off the bar, but on reflection it appeared to me to be very important that the vessels in Wassaw should know what had happened, that the news might be sent to you as soon as possible. Accordingly, at midnight, I bore up and ran for Wassaw, but at daylight, finding I had got to leeward of it, sent Acting Master's Mate Wright in a boat to Tybee, with a verbal communication to Acting Volunteer Lieutenant Kennison. He sent Mr. Wright by the inland passage to Wassaw, and I picked him up in the afternoon, with orders from Lieutenant-Commander Madigan to return to my station as soon as possible, which I am now doing.

I wish to express my obligations to Acting Ensign Flood, who was the only person on board who knew anything about St. Catherine's Bar, which he had once or twice sounded over, and who piloted the ship in the dark without any guide but the lead and compass courses, with great judgment and coolness.

I endeavored to ascertain from McIntosh if any of the officers of the *Water Witch* were killed, but beyond the fact that Captain Pendergrast was not he could tell me nothing.

Very respectfully, your obedient servant,

LEWIS WEST,
Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

P. S.—I forgot to state that McIntosh described the boats that made the attack as cotton barges, capable of carrying about forty men. He saw four of them on the side that he jumped overboard from, but did not know how many there were altogether.

Report of Lieutenant-Commander Pendergrast, U. S. Navy, writing from the C. S. Naval Hospital, Savannah, Ga.

C. S. NAVAL HOSPITAL,
Savannah, Ga., June 9, 1864.

SIR: Through the kindness of Commodore William W. Hunter, commanding the Confederate States naval forces at this place, I am

permitted to report to you the capture of the U. S. S. *Water Witch*, at 2 a. m. on the morning of the 3d instant, by being boarded by seven of the enemy's boats whilst lying in Ossabaw Sound, Georgia. It affords me great satisfaction to state that the vessel was well defended, and we had only to succumb to superior numbers, and I have but little doubt we would have succeeded in beating the enemy off had it not been that the majority of the officers, including myself, were wounded early in the attack. Of the crew, 49 men and 13 officers are now prisoners.

The wounded are well cared for in this hospital, the surgeons manifesting much kindness toward us. At some future day I will make out a report in detail, when I hope to be able to give such an explanation of this sad affair as will prove satisfactory.

I hope and beg in the most expressive terms that the Department will take such steps as will effect an early exchange of the officers and crew for reasons which I shall be able to give when that event occurs.

I have the honor to be, very respectfully, your obedient servant,

AUSTIN PENDERGRAST,
Lieutenant-Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the U. S. Navy, Washington, D. C.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding lack of vigilance.

NAVY DEPARTMENT, *June 16, 1864.*

SIR: The Department has received your dispatch No. 242, announcing the capture of the U. S. S. *Water Witch* at Ossabaw Sound by a rebel boat expedition, and representing the inadequacy of your vesssels for the duties required of them.

No number of vessels will make good the want of vigilance. The *Water Witch* was a steamer, and it can not be claimed, as in many instances, that her capture was owing to her being a sailing vessel without steam power. It was not a deficiency of men nor of coal, but from what at present appears as carelessness and neglect, that occasioned her capture.

Wire nettings and a wire ridgerope are used on the vessels in the Potomac, as rope alone is useless against boarders.

The attention of the Bureau of Equipment has been called to your report of deficiencies in men and coal.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Extract of letter from Lieutenant-Commander Carpenter, U. S. Navy, regarding the attack.

U. S. IRONCLAD NANTUCKET,
Off Charleston, S. C., July 20, 1864.

MY DEAR SIR: I have to acknowledge the receipt of your letter of 18th ultimo, and beg to apologize for my delay in replying to your

enquiry in relation to the *Water Witch*. At the time of the receipt of your letter I had but little intelligence to communicate beyond what had already found its way to the public prints, and which you have probably read. I was not without hopes of gleaning some additional particulars in relation to the disaster from some of the numerous deserters, refugees, etc., who occasionally find their way into our lines, but so far I have not been very successful. I was present when the admiral questioned a contraband who had belonged to the *Water Witch* and who was the only one to effect his escape. From the replies of this man I gathered the following:

It was about 2 o'clock on a very dark, drizzling morning when the officer of the *Water Witch*, aided by a friendly gleam of lightning, discovered a strange boat close to the ship. He immediately hailed it, and on receiving an abusive answer in return, sprung the rattle for quarters. Their approach being thus detected, the rebels, who had been noiselessly drifting with the tide, now made a dash, mounted the vessel's low sides, cut through the boarding nettings, and gained the decks. Here a desperate conflict ensued which lasted probably twenty minutes, when, finding themselves outnumbered and overpowered, the *Water Witch* was surrendered.

Our contraband found it convenient at this time to visit the fire room, but a rebel officer soon coming down, ordered every one on deck. The engineer and firemen went, but the narrator states that he made his way to the guard, jumped overboard, and, swimming to a neighboring island, made his way to the nearest station, and gave himself up. From this man, and from Acting Ensign Forsyth, of this vessel, and late of the *Water Witch*, I make up the following:

The *Water Witch* had been nearly twelve months at Ossabaw Sound without any consort. The place was so quiet and so devoid of suspicious incidents or appearances that they had almost forgotten to apprehend danger of any kind; that despite of this the vessel was in constant preparation for any event. One watch was always on deck, fully armed, the guns ready, heavy banked fires, and chains prepared for slipping; that the discipline of the ship was excellent; that Captain Pendergrast, nettled by the discomfiture of the *Congress*, had frequently declared he never would be taken. From this it may be concluded that he himself deemed his vessel secure against surprise. The engines were turned over every half hour to insure their being in order, and every evening at quarters four rounds of ammunition were brought up for each gun. Pendergrast is represented as being extremely vigilant, and on the night in question was among the first on deck. Pelot, late of our Navy, led the rebels and was the first one killed.

His party consisted of 8 cotton barges, each one holding about 30 men. They pulled down the stream, passed the *Water Witch* and, waiting for flood tide, drifted up to her from the seaward.

The complement of the *Water Witch* was about 90, but at the time of the attack she was shorthanded. The rebel papers put it down as 60, men and officers. Pendergrast was much liked by his officers and men, and enjoyed their full confidence. Recent accounts concur in stating that the officers and men have been very well treated, indeed.

Lieutenant-Commander Harmony has, I believe, communicated with them quite recently by means of a flag of truce, and their general condition is well spoken of. * * *.

An attempt has been recently made to burn the *Water Witch*, but the party sent for the purpose were all captured.

C. C. CARPENTER,
Lieutenant-Commander.

Commodore BLAKE.

Additional report of Lieutenant-Commander Pendergrast, U. S. Navy, late commanding U. S. S. Water Witch.

WASHINGTON, D. C., *October 22, 1864.*

SIR: In conformity with the desire expressed in my official report of June, 1864, to make a full statement of the capture of the U. S. S. *Water Witch*, I have the honor to submit the following:

On the morning of June 3, 1864, about 3 a. m., we were attacked by the enemy in 7 launches, containing, according to rebel accounts, 145 officers and men of the rebel Navy. Owing to the darkness of the night, and the carelessness of the officer of the deck, Acting Master's Mate E. D. W. Parsons, the boats were allowed to approach within 30 yards of us before the alarm was given, which was done in such a slight manner as to have but little effect in assembling the men at quarters. On hearing a noise, I sprang up the companion way and enquired of the officer of the deck what was the matter, but received no reply except from the rebels, who were shouting the word "Rebels! Rebels!"

I immediately gave the order to slip and start the engine ahead, and send everybody on deck, and then jumped to my stateroom to get my arms and some clothing. Upon regaining the deck, while making my way to the hurricane deck, I was struck by a cutlass on the head and rendered insensible.

Upon recovering my faculties I went on the hurricane deck and rang the bell to go ahead on the engine in hopes of swamping the boats of the enemy. The engine made half a revolution and then stopped for some unaccountable reason. Soon after ringing the bell I fell on the deck from loss of blood.

During this time all of the officers, with the exception of the engineers, and Acting Master's Mate Parsons, who, I believe, left the deck and went below without being relieved, were fighting with great bravery and success upon the quarter-deck, not only keeping the enemy from boarding, but dropping two out of four boats that attacked us aft, astern, two of which were so much cut up as to be unable to return to the attack, but drifted helpless until they reached the enemy's batteries at Beaulieu, while the fourth boat made but few efforts to board. Of the number that gained our decks, but one succeeded in reaching the engine room.

A few of the men, with Coast Pilot R. B. K. Murphy, were fighting the enemy forward, but were soon wounded and rendered unfit for action by loss of blood. The enemy then meeting no resistance was able to gain our deck, and after securing the hatches poured aft in such numbers as to soon overpower the few officers left engaged in repelling the enemy on the quarter-deck.

The men seemed paralyzed with fear, and remained under the hurricane deck without giving the officers the least support, though they were ordered out by Acting Assistant Paymaster Billings and Acting

Ensign Hill. I found it impossible to discover the whereabouts of all the men, owing to the darkness, and there was but little opportunity for the officers to give many orders, as all were engaged in combat the moment they reached the deck, and continued to fight until struck down.

I regret to say the watch below evinced no desire to come on deck and defend the ship. Had the crew but emulated the noble example shown them by their officers, the result would have been far different.

I am at a loss to explain the behavior of the men, unless they were dissatisfied with being detained over the term of their enlistment, as nearly all of them were. I had already sent home for discharge 20 of my best men, by order of Rear-Admiral J. A. Dahlgren, leaving me short in my crew, also 2 watch officers (an acting master and acting ensign) had been detached from me, as well as an acting master's mate, rendering it necessary for me to order the acting master's mates to stand watch alone.

I regret to say that the engineers acted in the most cowardly manner. They were the only officers who surrendered and that to one man. Had they obeyed my orders to work the engine, the enemy would have been unable to board us, but so far from fighting rebels they surrendered at the first summons and thereby lost the ship.

While a prisoner of war, Acting First Assistant Engineer Samuel Genther has conducted himself in the most disgraceful manner, having openly declared that as he considered himself no longer an officer in the United States Navy, he did not fight, and that the rebels ought not to hold him as a prisoner of war, and while confined at Macon, Ga., he made the same statement to Colonel George C. Gibbs, commanding prisons, asking to be released from confinement on those grounds.

That the enemy paid dearly for their victory their long list of killed and wounded will evince, numbering 32 officers and men. Among their killed [were] their commanding officer, Lieutenant Pelot, and the only pilot they had to depend upon for the Savannah River. Soon after the capture of the vessel she was run up into Green Island Sound, where she ran aground, and when the last of the officers left her, she had only 18 inches of water under her. Late the same evening she was got off by lightening her, and succeeded in getting under the guns of Beaulieu battery. The officers and crew were then sent to Savannah; the wounded were well taken care of at the naval hospital at that place. The remainder were sent to Macon and Andersonville, Ga.

Notwithstanding the defeat which I have sustained, I can not close this report without recommending to the kind consideration of the Department the gallant conduct of those officers and men who so bravely defended their ship.

To C. W. Buck, acting master, Acting Ensign Chase Hill, Ensign A. D. Stover, Acting Assistant Paymaster L. G. Billings, Acting Master's Mate C. P. Weston, Coast Pilot R. B. K. Murphy, Henry Williams, captain of hold, John Williams, captain of afterguard, John Parker, gunner's mate, Jarvis T. Hazelton, coxswain, I am indebted for a cordial support in the defense of the ship, and though every one of them was wounded, and many of them threatened with instant death unless they would say that they surrendered, I am proud to say that not one of them disgraced himself by doing so.

The enemy with the aid of a greatly superior force, assisted by the neglect of duty on the part of the officer of the deck, and by the questionable conduct of the engineers, was enabled to take possession of the ship, but she was never surrendered to them.

I have the honor to be, very respectfully, your obedient servant,

AUSTIN PENDERGRAST,
Lieutenant-Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Buck, U. S. Navy, late of the U. S. S. Water Witch.

BALTIMORE, *October 23, 1864.*

SIR: I have the honor to report my arrival here and release (on parole) from imprisonment by the rebel authorities of the Southern States. I was captured June 3, 1864, in Ossabaw Sound, Georgia, and was executive officer of the U. S. S. *Water Witch.* It becomes my duty to report that at the time of capture the *Water Witch* was in good order, and everything ready for action at a moment's notice. On the evening previous to our capture (as was the daily custom) the crew were inspected at quarters, the batteries cast loose, and ship prepared for action. All the guns were loaded, and extra charges and projectiles for each gun were at hand in spare chests. At 8 p. m. I examined the buoy rope (on the cable), shackle and pin, saw hammer and chain punch convenient, and all ready and easy to slip at a moment's warning. I gave the customary night orders to the officer of the deck, and made the evening report to the commander. As near as I can judge, on the morning of June 3, between the hours of 1 and 2 o'clock, I was aroused from sleep by yells alongside and the springing of the rattle. Heard the yelling plainly (my air port being open) and think the yells awoke me before I heard the rattle. I immediately sprang out of my berth, slipped on pants and slippers, snatched up side arms, and rushed on deck with the other officers. When I reached the deck it was so very dark, with sharp lightning, as to render it almost impossible to distinguish one individual from another, but I could see persons climbing over the rails and boarding nettings, and knew by the discharging of small arms, yelling, and cries of surrender, that some of the enemy were already on board. I heard Lieutenant-Commander Pendergrast give the orders, "Call all hands to repel boarders, slip the chain, and start the engine." Before I could get 10 feet from the companion way my passage was stopped, and a general hand to hand fight going on, in which I could distinguish the voices of Paymaster Billings and Ensign Stover. I fired all six charges from my revolver at those on deck and attempting to board, and believe every shot took deadly effect. I could not get forward of the wardroom skylight, but seeing boarding on the port guard I attempted to train the howitzer on the boat. Some one tried to assist me (I think the paymaster), but at that time I was struck or pushed down, and lost cutlass and pistol. Recovering I again made the attempt, when I was felled senseless by a heavy blow on the forehead, and on recovering my senses I found myself on the poop deck aft, with hands pinioned behind and sentry over me. The officers in the wardroom were all quickly on deck, but it was impossible for them to get to their stations or rally the men, as

the enemy were already on board and each one was obliged to defend himself. I heard no one say that they surrendered, nor any cry for quarter; and believe all who were engaged fought bravely and desperately until cut down or overpowered by superior numbers. It is impossible for me to say what part (if any) our men took in the action, but with the exception of Jeremiah Sills (colored), landsman, who was killed; Jarvis Hazelton, coxswain, and John Williams, second captain afterguard, who were on the lookouts; Henry Williams, captain of hold, and John Parker, gunner's mate, who were wounded, and Henry Hill, quartermaster, who captured a Confederate and secured him in the pilot house, I do not believe any of the others took any part at all. The officer of the deck, Acting Master's Mate E. D. W. Parsons, neglected giving the proper signal to call all hands to repel boarders, both before and after the order had been given by the commander, as also the order to slip the cable. I did not see or hear him on deck after the first alarm was given. The engine was started and made one or two revolutions after the order was given by the commander, and then stopped without orders. If it had been kept in motion we would have sunk or capsized every boat belonging to the enemy, evidence of which we have even from their own reports, and although the cable was not slipped (according to orders), the ship could have gained sufficient headway to have parted it. I most confidently assert that if we had been allowed one minute longer to get on deck and rally the men it would have been impossible for the enemy to board us, and with such odds and circumstances against us, as well as the fact of our being short of three officers and some men, the ship was bravely and gallantly defended by the few who were engaged in the combat, as a comparison of the casualties on both sides will prove, as well as the acknowledgment of the enemy through the public prints.

Since my capture I have been moved about several times from one place to another, occupying barracks, jails, workhouse, hospitals, open enclosures, and lastly the notorious Libby prison, at Richmond. My privations and sufferings have been considerable, but that of our enlisted men is beyond description.

Very respectfully, etc.,

CHAS. W. BUCK,
Acting Master, U. S. Navy, No. 615 W. Lombard St., Baltimore, Md.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Pendergrast, U. S. Navy, of the capture of the signal books of the U. S. S. Water Witch.

WASHINGTON, D. C., *October 24, 1864.*

SIR: I regret to inform you that the three naval signal books on the U. S. S. *Water Witch* fell into the hands of the rebels at the time of the capture of that vessel, June 3, 1864.

I had no opportunity of destroying them.

I have the honor to be, very respectfully, your obedient servant,

AUSTIN PENDERGRAST,
Lieutenant-Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Assistant Surgeon Pierson, U. S. Navy, late of the U. S. S. Water Witch.

PORT ROYAL, S. C., *September 10, 1864.*

SIR: In compliance with your request, I have the honor to submit the following report:

The *Water Witch* was attacked while at anchor in Ossabaw Sound, on the morning of the 3d of June last, by a rebel force belonging partly to their Army and partly to the Navy, whose number is variously estimated at 120 to 150 men. I should judge from the excellent appearance of the men that they were carefully selected for the enterprise. They came in six or eight small boats. It was very dark at the time of the attack; so dark that I suppose it would have been difficult to see a small boat at a distance of more than 30 to 50 yards, and I was informed by the rebels that they had considerable difficulty in ascertaining the precise locality of the *Water Witch* on account of the darkness. The officer on watch, E. D. W. Parsons, acting master's mate, told me that he was keeping a careful lookout at the time, but thinks, nevertheless, that the enemy were within 30 or 40 yards of us when first discovered, and that the boat, then first seen, was, in that light, hardly recognizable as a boat. Parsons says that he hailed. No answer was made. He hailed again, and the foe came on with a rush and a yell. He sprang the rattle, ordered the watch to repel boarders, and advanced himself, firing his revolver at the advancing foe.

I myself was waked by the firing; noticed no one in the wardroom; hastily slipped on my pants and boots, and was about to try and force my way to my usual sick quarters between decks forward, when Chase Hill, acting ensign, came limping into the wardroom with a dangerous looking wound and almost at the same moment followed another wounded man, John Parker, gunner's mate.

Having pocket case, lint, and bandages at hand, I dressed these wounds on the spot. Then followed a rapid succession of wounded, some of whom were attended to in the wardroom, some in the cabin, and some on deck. Our loss, as will appear by reference to my medical report, amounted to 1 killed, 13 wounded, and 2 missing; total, 16.

The rebels lost from 6 to 8 killed on the spot, 2 mortally wounded, and 15 to 20 more wounded in a less degree. They lost their leader, Lieutenant T. P. Pelot, C. S. Navy, whom they esteemed a most able and gallant officer. They also lost their pilot, a colored man, whom they considered the best of their pilots for the Savannah River and vicinity, as well as the Ogeechee. In attending to the wounded I had the assistance of a rebel surgeon, who had boarded us, Dr. C. Wesley Thomas, C. S. Navy, for whom, should [he] ever fall into our hands, I bespeak the courtesy due to an honorable and gentlemanly adversary.

During the combat the engine and wheels were got in motion. The cable was not slipped, though Parsons and Rufus B. K. Murphy, pilot, each told me that he made an effort to slip it. Some think that the engine room was given up without proper resistance on the part of the engineers. The engineers, on their part, allege that they were unarmed, and that they understood the ship to have been surrendered before the demand to surrender the engine was made of them.

There is a difference of opinion both among ourselves and the rebels whether the ship was formally surrendered or not.

Some of our officers say that they heard our executive officer surrender, but I do not understand them to say that he surrendered the ship.

A rebel officer, likewise, Thaddeus Gray, told me that Mr. Buck surrendered to him, but I do not know that he considered it other than a personal surrender.

I myself did not hear anyone surrender except our chief engineer, who had come into the wardroom unarmed. A rebel officer had just come into the wardroom, which I was then using as hospital quarters. Genther surrendered to him.

I think the words he used were: "I surrender! We surrender! The ship surrenders!" I turned, surprised and vexed, and put the question, "What, Genther, is the ship surrendered?" He answered "Yes." A moment or two afterwards I heard some one on deck, whose voice I did not recognize, give the order to cease firing, and the firing ceased. I suppose the contest had lasted from fifteen to twenty minutes.

Of the crew, only a part engaged in the fight. Their wounds speak for those who were wounded, and I have endeavored, by enquiring of them, to ascertain who those were that fought without being wounded. As the result of this enquiry, I have been informed that the following persons took part in the fight, besides those who were wounded: W. H. Fenner, master-at-arms; John Williams, captain of the forecastle; Thomas Bowers, boatswain; Francis Johnson, boatswain; Henry Thornton, coxswain; James Alexander, steerage steward. In this connection let me add that William Wilkins, the paymaster's steward, though taking no part in the fight, made himself very useful to me in attending the wounded. Wilkins has been in delicate health for a good while, and I fear it will go hard with him in his imprisonment. Parsons, too, has been a long while unwell, and was sick in hospital when I left Charleston. Lieutenant-Commander Pendergrast, also, was complaining, and seemed to me to be threatened with fever when I left.

I hope it will not be taken amiss if I say that some of our officers earned and received the highest admiration of foe as well as friend for the gallant and efficient manner in which they fought. First among them stands L. Guiteau Billings, acting assistant paymaster; Ensign Abner D. Stover, Acting Master's Mate Charles P. Weston, and Rufus B. K. Murphy, pilot, might contend for the second place. The colored boy who was killed, Jeremiah Sills, is said to have fought most desperately, and this while men who despised him were cowering near with idle cutlasses in the racks jogging their elbows.

To proceed with my narrative: Their pilot being killed, the rebels were at a loss how to navigate the ship.

They finally asked our pilot, Murphy, if he would not pilot the vessel for them. Murphy was badly wounded, but consented to try, on being carried up and supported as carefully as might be on the hurricane deck. The ship got underway, and in a short time was run aground. A rebel officer afterwards told me that he had stood by Murphy with his pistol cocked, watching him, and would have shot him had he not been so badly wounded, suspecting him, as he did, of running the ship aground purposely. I tried to persuade him that his suspicion was unfounded, and he seemed doubtful. But this circumstance, taken together with the fact that Murphy is Southern born

and left the South at a time when they were pressing him to enter their service, if they had not already enrolled him, makes me somewhat fearful that they may treat him roughly. I left Murphy at the Savannah Naval Hospital (C. S.) on the 16th of July, since which time I have not heard from him. At that time he had nearly recovered from the severe and dangerous wound he received in the fight, and up to that time he had received, as had all the patients in that hospital, all the care and kindness due to the sick.

A short time after the ship had got aground we were ordered to get ready to start for the nearest port, Bula [Beaulieu]. We were taken in boats to this fort, remained there a few hours, and then the wounded of both sides, together with the few remaining officers of the *Water Witch*, were removed in ambulances to Savannah, where we arrived about dark. I offered to take professional charge of my wounded. The offer was accepted on condition of my giving my parole not to attempt to escape while having charge. My patients were accordingly placed under my care at a hospital called the Savannah Naval Hospital, under the charge of Surgeon Jeffery, C. S. Navy, formerly of our Navy. This hospital was devoid of some of the luxuries which may be found in Northern hospitals, but was airy and comfortable, and the patients there received every care and comfort which the somewhat limited resources of the country well admitted. I, myself, was treated with gentlemanly consideration by Dr. Jeffery and the assistant surgeons, as well as by the numerous rebel officers who frequently called there. It was the expectation of Dr. J., as well as my own, that I would have the freedom of the city, within certain prudent limits, but Flag-Officer Hunter, seeing me out on my second stroll, sent orders that I must thereafter be confined to the limits of the hospital grounds.

I took an early opportunity to endeavor to establish my status as entitled to be released and returned to our lines, according to usage in the case of medical officers.

Flag-Officer Hunter, who claimed me as his prisoner, thought that I was mistaken in this view of my rights, but expressed himself as somewhat uncertain on the point, and readily promised to comply with my request that he would write to his Government for instructions in relation to my case.

At length, on the 6th of July, not having heard from Hunter on the subject, I, myself, addressed a communication to Secretary Mallory, C. S., on the subject, as follows:

SIR: Having become your prisoner by the capture of the *Water Witch* on the 3d ultimo, I respectfully request that, as a surgeon in the United States naval service, I may be released from confinement and may be returned to our lines, in accordance with what I understand to be the usage existing between the United States and Confederate States, respectively.

Very respectfully, your obedient servant,

W. H. PIERSON,
Acting Assistant Surgeon, U. S. Navy.

Hon. S. R. MALLORY,
Secretary of C. S. Navy.

This I enclosed in the following note to Hunter:

SIR: I respectfully request that you will forward the enclosed communication to the Secretary of your Navy.

Respectfully, etc.,

W. H. PIERSON,
Acting Assistant Surgeon, U. S. Navy.

Flag-Officer W. W. HUNTER, C. S. Navy.

I heard nothing from Hunter till the 16th of July, when orders arrived from him to send me to prison quarters. Thereupon I addressed a note to Hunter as follows:

SIR: I am informed that you have given orders to send me to your prison quarters. At the time that you paroled me I understood that I was to remain here until you should have heard from Secretary Mallory in relation to me and my status as a surgeon in the United States naval service, and that you would inform me as soon as you had heard. I respectfully request that you will now inform me whether you have heard or not, and if you have heard, what you have heard from Secretary Mallory concerning me.

I will also feel much obliged to you if you will inform me, by letter, whether or not you have forwarded my communication addressed to Secretary Mallory on the 6th instant, and enclosed in a note to you on the 6th or 7th instant, with the request that you would forward it.

Respectfully, your obedient servant,

W. H. PIERSON,
Acting Assistant Surgeon, U. S. Navy.

Flag-Officer W. W. HUNTER, C. S. Navy.

The reply was as follows:

SAVANNAH, *July 16, 1864.*

I have received your note of this day. In reply, I have to inform you that I am instructed by the honorable Secretary of the Navy as follows, viz:

"When the services of Assistant Surgeon Pierson, U. S. Navy, are no longer needed with the wounded officers and men in the hospital, he will be turned over to the proper military authorities to be treated as other prisoners of war."

Respectfully, etc.,

W. W. HUNTER,
Flag-Officer, Savannah Station.

Assistant Surgeon W. H. PIERSON, U. S. Navy.

The same day I was sent, in company with Lieutenant-Commander Pendergrast, toward Macon, Ga., where we arrived next morning. On entering Camp Oglethorpe, near Macon, we were searched by the prison officials and relieved of our money and jewelry. A receipt was given for the money, which receipt was good for the amount in exchange for eatables at the sutler's, within the stockade, only that, for United States Government money, these chivalrous officers of the Confederacy did not allow us as large a premium as was gladly paid by outside parties, who would give us from five to seven dollars in Confederate notes for one of United States notes, and sixteen to twenty-two for one of gold.

I had taken the precaution to conceal most of my money, leaving exposed only what I thought sufficient for a bait, and so lost nothing in this way, but a number of officers told me, after we had been sent off to Charleston, that they had failed to secure the balance remaining due to them on leaving Macon, although they had applied for it both at Macon and repeatedly afterwards.

A number of army officers who were confined with me told me that they had been robbed of most of their clothes and all of their money and jewelry before reaching these nice prison quarters.

Some of the *Water Witch's* officers, too, lost a part of their personal property at the time of her capture, but I am not aware that anything was taken openly, and I know the naval officers promised us that our private property would be respected.

I was sent to Bula [Beaulieu] with the first boat in charge of a number of the most severely wounded, and had permission to take with me all my effects, which were packed in two pretty large boxes, one containing clothing, etc., the other my books and papers, official and

private, including my commission. But finding that it would incommode the wounded to take both boxes, I took the one with clothing and received the promise of rebel officers that the other would be forwarded to me. I never saw the second box or its contents afterwards, though I applied to Flag-Officer Hunter for it, giving him a particular description of the contents, by which they might be easily identified, and that officer promised, in a very polite manner, to have the things searched for, and, if possible, returned to me. One of their officers, who was in a position to know, afterwards told me that if it was any consolation for me to know it, he could assure me that the Savannah ladies were amusing themselves with my private correspondence, and he had very little doubt that my official books and papers, as well [as] some of my private books, had found their way to the office of his excellency Flag-Officer Hunter.

With regard to our fare while at Macon, our daily ration consisted of corn meal, unbolted, about a pint; rice, a tablespoonful; a little miserable (sometimes maggoty) bacon (we called it soap grease); a little—a very little—salt, and a moderate supply of poor molasses.

We were told by the guard, to console us, that this ration was the same as they got themselves, and I think it likely enough that they told the truth. I know that while at Savannah I tabled with the rebel surgeons in the hospital, and thus, during all my stay there, nearly six weeks, we had coffee never, tea only five or six times, butter about as often, and to the credit of the surgeons, be it said, that while they denied themselves the luxury of tea at $30 to $40 per pound, they had it furnished to our wounded, and generally fed them better than they fed themselves. Afterwards, at Charleston, our rations were somewhat better, the meal being bolted, and wheat flour and fresh beef being issued occasionally.

At Macon, as well as at Charleston, we had the opportunity to buy of sutlers within our quarters.

At Macon the rebel medical authorities sent a request to us, the United States surgeons, that we would take medical charge of our sick there, telling us at the same time that our compliance would release three of their medical officers for duty elsewhere. We suspected that they had a plan for mingling a good many of their sick and wounded with a few of ours (there were but few sick at the time), and so getting the practical use of us for their own benefit, while yet holding us as prisoners of war, in violation of the usage of civilized States. We held a meeting to consider the case, and on my motion, returned the following for our answer to their proposition:

> We, the undersigned United States medical officers, now held as prisoners of war at Camp Oglethorpe, near the city of Macon, Ga., in public meeting assembled, have unanimously resolved, that, inasmuch as we consider our rights as medical officers to be violated by the fact of our imprisonment, we decline rendering any professional services until our liberty is restored, or unless circumstances may require of us to take professional charge of our fellow prisoners as an act of humanity.

This answer excited their wrath and they threatened to force us to comply. We suggested that they would have a happy time forcing the medical profession to do professional service. They gave up the point and retained their own surgeons. Afterwards, when there seemed to be some real need of our aid for the benefit of our own wounded, who were brought into Macon, a sufficient number of us volunteered and rendered our aid, putting the service on the score of humanity, as we had provided.

The prisoners at Macon were removed in detachments of 600 and less to Savannah and Charleston. I was sent in a company of 300, which included all the medical officers at that time prisoners in Macon. We traveled in box cars.

Arrived at Charleston, we were at first stowed away, uncomfortably close, in a large, strong building, formerly used as a city prison and workhouse. It is built in regular prison style, with its little cells in great iron gratings, and its long and dreary-looking corridors. The place was badly supplied with water. The yard was small, and the accommodations for cooking poor and scanty.

The surgical authorities at Charleston expressed themselves surprised that we should have been sent there as prisoners of war, and promised to exert themselves in our behalf. They appear to have kept their promise to some purpose, for we were soon transferred to pleasant quarters—the house previously occupied by General Seymour and staff—and after a brief residence there, we, i. e., the surgeons, with a few chaplains, we who had been held and "treated as other prisoners of war," now find ourselves under the old flag again, and that, as we understand it, without condition of any kind. We returned by flag of truce boat on Saturday, the 3d instant.

If not out of place, I will add a few observations concerning the state of feeling and the resources of the rebels as they appeared to me from an inside view.

As regards the defenses of Savannah: We approached the city by a well-traveled road from Bula [Beaulieu]. The only defenses we met after leaving Bula [Beaulieu] was a line of embankment about 6 feet in height, fronted by a ditch. The road pierced this embankment at a distance of about a mile or a mile and a half from the city, as nearly as I could judge. I did not observe any cannon mounted here, but others say that they did. In going out of the city by the Central Railroad toward Macon no defenses were visible. I heard [that] about three or four naval vessels belong to that station, but saw none of them; heard also of there being numerous torpedoes in the river, but I think that the torpedo story was exaggerated with the expectation of demoralizing us by magnifying our idea of these invisible terrors.

At Macon I saw no defenses. At Augusta there was a pretty good earthwork in an unfinished state and in a situation to command the railroad, and, I should think, most if not all of the town. I was informed also by one of the guard that there was a cannon foundry there. The Central Railroad, from Savannah to Macon, is an excellent road, and was in good condition, except that the bridge over the Oconee River, burned by General Stoneman, had not yet been repaired so far as to allow the passage of cars at the time that we left Macon.

The railroad from Augusta to Charleston is not so good as the other, being somewhat worn-out. On both roads we saw a good deal of rolling stock in a dilapidated condition, some of the ruin the work of war and some the work of time. On both roads we saw families living in worn-out cars by the wayside.

Almost the only crop we saw growing was corn. There were large tracts of this visible, but it looked as miserable as the "crackers" who raise it.

I enquired of one of these "cracker" soldiers, who was doing guard duty over us, what was reckoned a fair average crop. He replied, 10 bushels of shelled corn to the acre. I saw but one field of cotton.

Very few cattle were visible, but about town the goats are almost as numerous as the people, and they find plenty of grass to feed on in the streets of Charleston and Savannah.

I have endeavored to ascertain the feelings of the people with regard to the war and its probable results, and have done what I could, without lying, to discourage them. At Savannah I had the opportunity of conversing freely with a number of their officers, Army and Navy, line and staff, likewise with underlings, including the guard, who frequently relieved each other at the hospital, and with a very few citizens.

I came to the conclusion that the aristocracy of the South, with very few exceptions, are filled with animosity toward us; that they are thoroughly determined to secure their independence, if by any means possible; and that they would not at present consent to, or even seriously consider, any terms of union with us whatever. They say, "With us, there is but one alternative—independence or extermination." With the rest of the white population there is far less animosity, though there is a considerable feeling of supposed injury at our hands, besides the stereotyped idea—"D—d Yankee" (pardon the expression), instilled into them from their birth by the higher class. But there is a general deep-felt weariness of war, a strong desire for peace, and a sort of expectation that somehow the war will soon be ended.

The aristocracy try to persuade themselves, as well as the people, that it will end by our withdrawing wearied from contest, or distracted by quarrels among ourselves, but there are a great many people who would be glad to have it end in any way that would not ruin them individually. Then there are a good many people engaged in trade and in mechanic arts, and a good many laborers, especially in the cities and among the foreign population, and those of foreign extraction who would prefer the restoration of the Union to any other solution of the difficulty. But on the whole, I think the mass of the whites will still willingly follow their aristocracy to the war, an aristocracy which they seem to follow as blindly, and reverence as religiously, as did the serfs their petty lords in middle ages.

The colored people are nearly all in sympathy with us. They are, by all odds, the happiest-looking folks in the Confederacy. They sing, while the whites curse and pray. Nearly the whole white population appears to be armed and drilled and enrolled in the military service. Their forces comprise alike little boys, their fathers and grandfathers and great-grandfathers.

The few who are not under arms are still organized and enrolled in some department of the Government service. There is evidently a great lack of fighting material. All they have they are now using. When this is exhausted, they have nothing left to fall back on.

I think it will be impossible for them to keep an army in the field more than two years longer, if the war goes on as it has done.

I can not close this somewhat loose and informal report without expressing the hope that my comrades of the *Water Witch*, at least that portion of them who have done their duty in the trial time of battle, may be speedily rescued from the worse trials of the crowded and unhealthy prisons in which they languish, and where I fear many

of them will die who would gladly do their country good service again under the old flag.

Very respectfully, your most obedient servant,

W. H. PIERSON,
Acting Assistant Surgeon, U. S. Navy.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Extract from proceedings of a court of enquiry convened at Washington, D. C., November 3, 1864, for enquiring into the circumstances attending the capture, June 3, 1864, of the U. S. S. Water Witch.

It is the opinion of the court that the testimony determines the loss of the *Water Witch*, by capture, to have arisen from a deficiency in the measures taken to detect the enemy in season or in a way to resist him successfully. In every other regard, however, it shows that the precaution observed was both abundant and commendable. Indeed, the history of the case throughout points to these conclusions.

The vessel herself was comparatively small, or of a size likely to invite an attack by boats, and a daring and bold enemy was at hand to make the experiment. She was at anchor, at night, with the weather very dark and rainy, and therefore, in these particulars, in a situation to invite, as it were, the undertaking. Her commander, it appears, "was always in expectation of an attack," and to receive it he had caused judicious arrangements to be made in the preparation of the cable, steam, boarding nettings, battery, and small arms. In addition to himself, the medical officer, paymaster, and four engineer officers, there were on board an acting master as executive officer, two acting ensigns, a pilot, and two acting master's mates, who, it would seem, were fit for duty on the score of health. Nevertheless, or in this state of things, the very safety of the vessel, as the sequel proves, was virtually entrusted to the wariness of one officer—an acting master's mate—whose rank alone was enough to fix his unfitness as an officer for a trust of such moment.

Again, it seems to the court that if it was indispensable, or absolutely necessary for safety, to keep the *Water Witch* at anchor, the alternative of a picket boat or two would have been a proper expedient; and if she was not so situated, that it would have been proper to keep her underway. Either course, the court conceives, should have been chosen in preference to that of simply remaining passively at anchor with but one officer to keep guard with reference to the enemy, and he of the lowest order of experience as such.

As to the question of feasibility, which here naturally suggests itself, it may be disposed of reasonably by recurring to the fact that the enemy had boats out, and that the vessel, on their appearance, was ordered to be got underway. In truth, it is quite obvious that to doubt this feasibility is, in effect, to urge the necessity of greater vigilance on the occasion. No guard boat was resorted to, and the reason assigned by the commander of the vessel for omitting the use of one is that the strength of the crew of the *Water Witch*, in his judgment, was not sufficient for the purpose and at the same time to retain men enough on board to defend the vessel. In this the court differs with him; nor does it follow that the men to man the boats

must necessarily have remained away from the vessel at time of an attack. The court is well convinced that any expedient calculated to afford a more timely notice, or an earlier notice of only a few minutes, would have saved the *Water Witch*, and that an ordinary boat of the vessel, provided with an ordinary night signal, manned with a couple or two of men and an officer, thrown out as a picket, might and probably would have secured this end, particularly as the only probable direction of the enemy's approach was easy of determination; and had it been secured all disorder could have been avoided, all the men and all the weapons could have been used advantageously, and thus, beyond all reasonable doubt, anything but misfortune would have ensued. The proximity of an enemy ever fixes the necessity of intense vigilance, for it is constantly his policy to bring about surprise, and it is a memorable maxim of war to leave nothing to chance that can be avoided.

Hence the conclusion of the court as to a deficiency of measures; or, in other words, that every practicable care which attending circumstances demanded was not taken.

With regard to the behavior of the crew on the occasion under consideration, it does appear that three or four of the men who were on deck acted disgracefully, but that the rest who were there evinced a most praiseworthy purpose to sustain their officers and defend the vessel to the last extremity. Unfortunately, the names of the delinquents could not be ascertained.

As to the watch below, the court holds the opinion that, in fact, there was hardly time for the men to get on deck before the vessel was boarded, and that, hearing the firing on deck, and being without arms or the means of procuring any on the spot, they may have hesitated somewhat to go to their quarters, yet it is quite as probable that they were deterred by the enemy having possession of the hatches. There is no evidence of real disaffection on their part. On the contrary, the testimony shows that contentment prevailed among them.

The conduct of the principal engineer officer, Acting First Assistant Engineer Samuel Genther, both throughout the time of the capture and subsequently, needs, to say the least of it, full explanation. In the absence of this, and as his conduct is made to appear upon record, the court is compelled to regard it as very exceptionable, and, indeed, as quite unworthy his position. He did not appear before the court, although every effort was made to secure him as a witness. Among other things entered on the record to his discredit, his idea that an officer, because a prisoner, is therefore absolved from the obligations he incurred, strikes the court as a novel conception and as too noxious to the welfare of discipline to be allowed to escape the rebuke it merits, especially as he gave this as a reason for declining to obey an order of Lieutenant-Commander Pendergrast to furnish a report of what took place under his observation at the time of the capture. To the view of the court the obligations of an officer of the Navy attach to him so long as he rightfully holds his appointment, and this irrespective of his whereabouts or situation. No officer holds his appointment at his own personal particular pleasure. If he did, then it is clear that he might relinquish it on the eve of battle or in the midst of it. But the law itself, to say nothing of immemorial usage, is emphatic upon this point.

The conduct of Acting Third Assistant Engineer Isaac A. Conover during the contest which resulted in the capture is to be deduced from his own testimony, which carries with it its own comment, to wit: "I went up to the hurricane deck and to the bell, which was my station at quarters. I stayed there a minute or two, then I found there was no one there to give me any orders, and they was a-firing at me, for the balls was a-coming all around me. I then looked which way I should go down again. I went through the hurricane deck skylight to the engine room, then down the back stairs to the fire room." It is proper to state that he gave his statement with the utmost simplicity of manner, and seemingly without being in the slightest degree conscious of the crime it disclosed.

It appears to the court that the officer of the deck, Acting Master's Mate E. D. W. Parsons, on the occasion in view, or rather at its commencement, exhibited a poor ability for the position. He did not, it would seem even attempt to execute or have executed at the time any of the orders given to him by his commanding officer. The rattle was sounded, however, either by him or at his instance, but this was a mistake, or contrary to standing orders, and he was the first, perhaps, to fire a pistol at the enemy. He made no other effort that the court could ascertain, nor did he appear before the court, although, as with the first assistant engineer, efforts were made to cause him to appear.

In conclusion, the court feels itself called upon to declare its opinion that the officers mentioned bodily as having sprung promptly to the quarterdeck, together with the men who were there, all headed by their commander, sustained themselves manfully and courageously. Their wounds at once attest their efforts, and also the laudable fact that they were only defeated when they could no longer wield a weapon. With the exception of those indicated, there is no evidence of want of [good] conduct on the part of any of the others on board.

L. M. GOLDSBOROUGH,
Rear-Admiral and President of the Court.

Attest.

T. H. EASTMAN,
Lieutenant-Commander, U. S. Navy, and Judge-Advocate.

Finding of a court-martial in the case of Lieutenant-Commander Pendergrast, U. S. Navy.

NAVY DEPARTMENT,
Washington, D. C., January 27, 1865.

At a naval general court-martial, in session at the navy yard, Philadelphia, December 15, 1864, Lieutenant-Commander Austin Pendergrast was brought to trial, by order of the Secretary of the Navy, upon the charge of "culpable inefficiency in the discharge of duty," the specification setting forth "that, on or about the 3d of June, 1864, the said Lieutenant-Commander Austin Pendergrast, being then in command of the U. S. S. *Water Witch*, lying at anchor in Ossabaw Sound, on the coast of Georgia, and peculiarly exposed to attack by the enemy, did not take proper precautions to secure his vessel against surprise and attack by night, neither by stationing picket boats nor by leaving the charge of the deck in the hands of a vigilant and competent officer," to which charge the accused pleaded "Not guilty."

So much of the specification as refers to the leaving of the deck in charge of an officer who was not competent nor vigilant is considered by the court "not proven;" all the remainder is found to have been "proven," and the accused is found "of the charge, guilty," and sentenced "to be suspended from duty for two years from the date of this sentence (January 16, 1865), on half pay, with loss of rank during the period of his suspension."

Sentence approved.

GIDEON WELLES,
Secretary of the Navy.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Pelot, C. S. Navy, to assume command of the expedition for the capture of the U. S. S. Water Witch.

SAVANNAH, *May 31, 1864.*

You are hereby assigned to the command of an expedition designed to surprise and capture a vessel of the enemy now at anchor at the mouth of Little Ogeechee River, and for that purpose the commanding officers of the Confederate steamers *Savannah*, *Georgia*, and *Sampson* are hereby directed to furnish you with a detail of officers and men and boats appropriately armed.

Savannah, 2 boats, 40 men; *Georgia*, 2 boats, 50 men; *Sampson*, 1 boat, 25 men.

Officers.—Lieutenant Price (*Sampson*); Assistant Surgeons Thomas (*Georgia*), Jones (*Sampson*); Master's Mate Golder (aid to flag-officer), Midshipmen Trimble, Minor (*Savannah*); Master's Mates Barclay, Rosler (*Sampson*), Freeman (*Georgia*); Boatswain Seymour (*Georgia*); Second Assistant Engineers Caldwell (*Resolute*), Fabian (*Firefly*).

This expedition must be a successful one. The officers, men, boats, and arms are not to be unreasonably hazarded in an effort to bring off the vessel. To your firmness, judgment, and discretion I entrust this service.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant THOMAS P. PELOT, C. S. Navy.

Letter from Captain Maxwell, C. S. Army, to Flag-Officer Hunter, C. S. Navy, giving information of the change of position of the U. S. blockading vessel in Ossabaw Sound.

ISLE OF HOPE, [GEORGIA], *May 31, 1864.*

The blockader in Ossabaw Sound shifted her position to St. Catherine's Sound this afternoon at 3 p. m. This information may appear gratuitous, but is sent because Lieutenant Pelot may not be able to communicate with you.

Very respectfully,

J. A. MAXWELL,
Captain, etc.

Commodore HUNTER, C. S. Navy.

Report of Lieutenant Pelot, C. S. Navy, regarding the readiness of the force under his command for the proposed expedition.

CAMP HUNTER,
Beaulieu Battery, June 1, 1864.

SIR: I have the honor to report that the detachment under my command arrived here in boats through Skiddaway Narrows at 9 this evening. I regret to inform you that the bird had flown. Our prize in perspective was seen to pass to the southward to St. Catherine's Sound this afternoon. I will send out scouts to the islands to-morrow, and I have every reason to suppose that I will find some game for to-morrow night. We have provisions to last two or three days, and if you will have our whereabouts kept secret, I am pretty sure that we will have an opportunity in that time. The men are all cheerful and anxious for a brush, and it would be very discouraging to withdraw them until we are certain that the enemy intend keeping out of the way.

Our organization is excellent, and I am confident of victory. I will telegraph to the *Firefly* to return to-morrow, as she can be of no service to us now. In conclusion, I beg leave to reiterate my grateful appreciation of the confidence you have reposed in me, and respectfully request that you will permit me to remain here three days to seek the opportunity so much desired.

I am, respectfully, etc.,

THOS. P. PELOT,
First Lieutenant, C. S. Navy.

Flag-Officer W. W. HUNTER.

[Telegram.]

BEAULIEU, *June 1, 1864.*

I reconnoitered the enemy. Am determined to board him to-night.

THOS. P. PELOT,
Lieutenant, Commanding Expedition.

Flag-Officer HUNTER.

[Telegram.]

BEAULIEU, *June 2, 1864.*

I have just returned from below. Have been out all night in search of the enemy, but as he changed his position after dark my efforts were fruitless. Boats and men all safe. Please send me rations for 130 men for twenty-four hours per wagon to this point. Have left scouts below to watch the enemy more closely. I will make a last effort to-night. Good [sic] return to-morrow to Savannah. I can not fall in with the enemy.

THOS. P. PELOT,
Officer Commanding Expedition.

Flag-Officer HUNTER.

[Telegram.]

SAVANNAH, *June 2, 1864.*

I send you one day's rations for 130 men. Return with your command to-morrow. Be careful that no arms or ammunition are lost.

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant T. P. PELOT, C. S. Navy,
Beaulieu Battery.

[Telegram.]

BEAULIEU, *June 2, 1864.*
(Received 1 p. m.)

Your message has been received.

PELOT,
Lieutenant, Commanding Boat Expedition.

Flag-Officer W. W. HUNTER.

[Telegram.]

ISLE OF HOPE, GEORGIA, *June 3, 1864.*
(Received 10 a. m.)

My boat expedition is here. Please send the *Firefly* for us. Have coffin made for a dead man; will give particulars bye and bye.

L. SEYMOUR,
Boatswain.

Flag-Officer W. W. HUNTER.

[Telegram.]

SAVANNAH, *June 3, 1864—10 a. m.*

The *Firefly* will be dispatched to the Isle of Hope immediately. Explain why you telegraph as "My boat expedition."

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

L. SEYMOUR, C. S. Navy.

[Telegram.]

ISLE OF HOPE, *June 3, 1864.*

I mean by "my boat expedition," the boat of which I was in command.

L. SEYMOUR.

Flag-Officer W. W. HUNTER.

Report of Captain Hanleiter, C. S. Army.

BEAULIEU, *June 3, 1864.*

Lieutenant Pelot's boat expedition left this post at 9:30 last night. Doctor Jones and Master's Mate Rosler, with 14 men, returned soon

after daylight. They report that a gunboat, lying in Ossabaw Sound, near the inlet of that name, was boarded by the expedition at 2 o'clock. Seven of the mate's boat were wounded almost instantly and the boat got shoved off and could not return to the vessel, but made their way here. Their wounds have been dressed and all appear quite comfortable now. The gunboat came in Green Island Sound [Vernon River] soon after sunrise and is now lying at anchor there. Perhaps it would be well to communicate with her by flag of truce. But I do not know how such proceedings should be conducted. Neither the doctor nor the mate saw enough after leaving the vessel's side [to] venture its results. They are quite sure, however, that they spoke one other boat's crew afterwards and think a third boat escaped also, but nothing has been seen of either since. The wounded will be sent in by my ambulance as soon as they are able to be removed. Please notify Flag-Officer Hunter as above.

Very respectfully,

C. R. HANLEITER,
Captain, etc.

Lieutenant J. HUNTER,
Acting Assistant Adjutant-General,

[Telegram.]

BEAULIEU BATTERY, *June 3, 1864.*

We boarded and captured last night the U. S. S. *Water Witch.* I regret to say that Lieutenant Pelot, Moses, pilot, and 3 men were killed and some 10 or 12 wounded. Mr. Price requests you will send another lieutenant, Captain Kennard or Captain Gwathmey, and a guard to take charge of prisoners.

Respectfully,

H. GOLDER,
Master's Mate, C. S. Navy.

Flag-Officer W. W. HUNTER, C. S. Navy.

[Telegram.]

SAVANNAH, *June 3, 1864.*

I expect you, as commanding officer, to telegraph me touching the result of your expedition. The name of prize, the number of guns, number and rank of prisoners, list of killed and wounded on either side.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant JOSEPH PRICE, C. S. Navy,
Beaulieu.

[Telegram.]

[BEAULIEU, *June 3, 1864.*]

We have captured the U. S. S. *Water Witch*, carrying four guns, two 12-pounder Dahlgren howitzers, broadside guns, one 30-pounder

rifled gun forward, and one 12-pounder rifled brass gun aft. We lost in killed, besides Lieutenant Pelot, 6 men, viz, Moses Dallas, pilot; William Crosby, fireman; Pat Loftus, quarter gunner, of C. S. S. *Savannah*, and James M. Stapleton, ordinary seaman, and W. R. Jones, coxswain, of C. S. S. *Georgia*. Midshipman Minor was slightly wounded in the leg. Six of the men were also wounded, one seriously. Two boats, one in charge of Master's Mate Rosler, and one in charge of Boatswain Seymour, got adrift after getting alongside, and did not succeed in reaching the deck, but reported on board to-day, having 1 killed and 7 wounded, among them Boatswain Seymour, slightly, in arm. The crew of the enemy's vessel numbered about 65 men, of whom 1 man was killed and 11 wounded. The wounded were mostly officers, viz, Lieutenant-Commander Austin Pendergrast, Acting Master [C. W.] Buck, executive officer; Ensigns Hill and Stover, Assistant Paymaster Billings, and Acting Master's Mate Weston, and Pilot Murphy. The vessel is now lying off Beaulieu battery, and safe from the enemy. The prisoners and wounded have all been landed. The engineers and firemen of the captured vessel rendered great assistance in bringing the vessel up last night.

Respectfully,

JOS. PRICE,
Lieutenant, C. S. Navy.

Flag-Officer W. W. HUNTER, C. S. Navy,
Savannah, Ga.

[Telegram.]

SAVANNAH, *June 3, 1864.*

I have the honor to report that an expedition from my command, under Lieutenant T. P. Pelot, C. S. Navy, last night carried, by boarding, the U. S. S. *Water Witch*, near Ossabaw Sound, after a hard fight. Our loss is, killed, the gallant Lieutenant Pelot, Moses Dallas (colored), pilot, and 3 men. From 10 to 12 wounded.

I will telegraph you more in detail at the earliest moment.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Hon. S. R. MALLORY,
Secretary of the Navy.

[Telegram.]

C. S. PRIZE STEAMER WATER WITCH,
8 Miles below Beaulieu Battery, [June 3, 1864.]

We require a pilot to get this vessel up Vernon River above the battery on the next flood tide. We are now aground.

By request,

[JOS.] PRICE, C. S. Navy,
Lieutenant, Commanding pro tem.

Flag-Officer W. W. HUNTER, C. S. Navy.

BEAULIEU BATTERY, *June 3, 1864.*

Will require immediate ambulances for about 25 killed and wounded; some wounded very badly.

W. C. JONES,
Assistant Surgeon, C. S. Navy.

Flag-Officer W. W. HUNTER, C. S. Navy.

[Telegram.]

SAVANNAH, *June 3, 1864—12: 30 p. m.*

Lieutenant W. W. Carnes, C. S. Navy, with Lieutenant E. F. Neufville, C. S. Marine Corps, with a marine guard, will be at Beaulieu to take charge of prisoners. Return here yourself and report to me. The *Firefly* is dispatched to the Isle of Hope to bring up the boats, officers, and men of the expedition. Let these be sent up by the *Firefly*. Have the wounded well cared for.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

H. GOLDER, C. S. Navy.

Letter from Flag-Officer Hunter, C. S. Navy, to Lieutenant Carnes, C. S. Navy, regarding the removal of the steamer Water Witch to a place of safety.

SAVANNAH, *June 3, 1864.*

This will introduce Mr. W. C. Dawson, who has patriotically offered his services to aid you in moving the prize *Water Witch* to the highest and safest point possible from the waters where she now is, say to White Bluff. His services may be very valuable to you on the service alluded to, as it is an object of the first importance to keep the steamer intact, complete for service, and keep her equipment entire and safe for future use.

I am, respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant W. W. CARNES, C. S. Navy,
Comdg. Detachment from Savannah Squadron at Beaulieu.

Report of Captain Hanleiter, C. S. Army.

BEAULIEU BATTERY, *June, 4 1864.*

CAPTAIN: Soon after my courier left yesterday morning, a gunboat was discerned in Ossabaw Sound heading upstream. Reaching Hell Gate she rounded to and passed into Green Island Sound, where she (as I then thought anchored, but afterwards ascertained) grounded. Several boats or barges were seen passing to and from her, which I supposed to be the enemy in quest of such of our missing men as escaped from the boarding expedition of the night previous. About 9 o'clock three barges left the gunboat and headed toward the battery,

the foremost displaying at her bow a flag of truce. I immediately dispatched Lieutenant A. Shaw, of my command, with a truce to meet them, which he did about 1 mile below Rotten Possum Island [Raccoon Key], in the sound. After a brief interval, my own and the three other boats headed for the battery, on nearing which, to our inexpressible joy, the Confederate States flag was observed displayed (though at half-mast) from the hindmost barge. On their reaching the battery it was ascertained that the boat expedition, under Lieutenant Thomas P. Pelot, of the Confederate States Navy, had succeeded on the night previous in boarding and capturing, in Ossabaw Sound, near the inlet of that name, the U. S. S. *Water Witch*, of four guns, and had brought her to the point where she was grounded. I deeply regret to state that Lieutenant Pelot, who is spoken of by all who were associated with him as a most gallant and accomplished officer, was shot through the heart and instantly killed. W. R. Jones and James M. Stapleton, seamen, William Crosby, landsman, Patrick Loftus, quarter gunner, and Moses, colored pilot, were also killed and 13 members of the expedition wounded. Two or three of the captured steamer's crew were killed, and several of her officers wounded. The killed, wounded, and prisoners were taken ashore, and all, with the exception of two of our own wounded (who could not be removed), and the captured crew, sent to Savannah in the afternoon. With the assistance of Mrs. Newell's old negro, Ben, as pilot, the prize was safely brought in and moored in Vernon River above the obstructions, some time before dark. The prisoners now here were placed in the custody of Lieutenants [Carnes] and Neufville, of the Marine Corps, who will escort them to the city this morning.

I would respectfully suggest that the captured gunboat be removed round to White Bluff and there await her crew, etc. To keep her in view and so near Green Island Sound will but invite efforts to recapture or destroy her, and I would fain hope that she may escape the fate of the late *Nashville* at Fort McAllister.

My men are nearly exhausted in consequence of the severe duty performed by them daily, and I am not able to furnish from my single company a guard sufficiently strong to properly protect this post, though I will continue to do the best I can.

Everything is calm and serene this morning, no enemy's craft in view. My river pickets report having seen a signal rocket in the direction of Ossabaw Inlet about 12:30 last night, but this I attribute to their imagination.

Very respectfully, etc.,

C. R. HANLEITER,
Captain, Commanding Post.

Captain W. T. TALIAFERRO,
Assistant Adjutant-General, Thunderbolt.

Report of Lieutenant Carnes, C. S. Navy, regarding casualties.

BEAULIEU, *June 4, 1864.*

The only muster roll to be found on board the prize shows a crew of 66 men of all rating, not including the officers sent up by Mr. Golder. The number of wounded prisoners sent to Savannah this morning

was 53. The portion of the expedition that boarded, or attempted to board, the vessel numbered 10 officers and 85 men. The pilot, 1 officer, and 6 men were wounded, and 2 men killed in the two boats that did not succeed in boarding the vessel.

Respectfully,

W. W. CARNES,
Lieutenant, etc.

Flag-Officer W. W. HUNTER.

[Telegram.]

SAVANNAH, *June 4, 1864.*

The *Firefly* has gone to the Isle of Hope. Have your men there as early as possible in the afternoon, that the *Firefly* may leave there two hours before sunset. Do not allow the smallest thing to be taken from the prize on pain of forfeiture of all your prize money.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant W. W. CARNES, C. S. Navy,
Beaulieu, [*Ga.*].

[Telegram.]

SAVANNAH, *June 4, 1864.*

The prize steamer *Water Witch* is anchored safely under Beaulieu battery, on Vernon River. The *Water Witch* mounts four guns, viz, two 12-pounder Dahlgren howitzers, broadside; one 30-pounder rifled gun forward, and one 12-pounder rifled brass gun aft.

The prize was commanded by Lieutenant-Commander Austin Pendergrast, U. S. Navy, who with all her officers and crew, 77, are in prison at Savannah and in the naval hospital. Our loss in killed is Lieutenant T. P. Pelot and 4 men. In wounded, 3 officers and 10 men. The enemy lost 2 killed and 12 wounded. I will report further by letter.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Hon. S. R. MALLORY,
Secretary of the Navy.

Letter from Flag-Officer Hunter, C. S. Navy, to Captain Lee, C. S. Navy, regarding the transmittal of signal book.

SAVANNAH, *June 5, 1864.*

I am called away to the coast on pressing service. I therefore entrust to Paymaster W. W. J. Kelly, C. S. Navy, to transmit you, by express, at the earliest moment, the signal book and boat signals of the U. S. Navy, captured in the prize *Water Witch*, believing these may be useful in your James River operations, etc.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Captain S. S. LEE, C. S. Navy,
Captain in Charge, Richmond, Va.

[Telegram.]

SAVANNAH, *June 7, 1864.*

I telegraphed the honorable Secretary of the Navy on the 3d instant that the late gallant T. P. Pelot, C. S. Navy, had command of the expedition which captured the U. S. S. *Water Witch.*

The names of the officers are: First Lieutenant Thomas P. Pelot, Second Lieutenant Joseph Price, Midshipmen H. T. Minor, J. D. Trimble, Master's Mates H. Golder, J. A. Rosler, A. A. E. W. Barclay, A. C. Freeman, T. S. Gray, Boatswain L. Seymour, Assistant Surgeons C. W. Thomas, W. C. Jones, Second Assistant Engineers George W. Caldwell, James L. Fabian, Pilot Moses Dallas (colored).

Touching the vacant commands of the *Isondiga* and *Water Witch*, I will write you by this day's mail. The subject is too lengthy for a telegram.

Very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Captain S. S. LEE, C. S. Navy,
Captain in Charge, Richmond, Va.

Letter from Lieutenant-Commander Pendergrast, U. S. Navy, to Flag-Officer Hunter, C. S. Navy, requesting permission to make a report to the U. S. Navy Department.

C. S. NAVAL HOSPITAL,
Savannah, Ga., June 7, 1864.

SIR: I very respectfully request permission to make a report to the honorable Secretary of the U. S. Navy of the capture of the U. S. S. *Water Witch* by your forces on the 3d instant.

I have the honor to be, very respectfully, your obedient servant,

AUSTIN PENDERGRAST,
Lieutenant-Commander, U. S. Navy.

Commodore WILLIAM HUNTER, C. S. Navy,
Savannah, Ga.

Letter from Flag-Officer Hunter, C. S. Navy, to Lieutenant-Commander Pendergrast, U. S. Navy granting permission to report through the C. S. Navy Department.

SAVANNAH, *June 7, 1864.*

I have received your note of this day, and in reply I have to inform you the communication alluded to therein can only be transmitted, as you request, open, through the honorable Secretary of the Navy of the Confederate States.

I am, respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat, Savannah, etc.

Lieutenant-Commander AUSTIN PENDERGRAST, U. S. Navy.

Report of Flag-Officer Hunter, C. S. Navy, regarding the transmittal of the flag of the steamer Water Witch.

SAVANNAH, *June 8, 1864.*

I have the honor to inform you that I have this day transmitted to you, by express, the flag of the late U. S. S. *Water Witch*, captured in

Ossabaw Sound at 2 a. m. June 3, 1864, by a detachment of boats from the squadron under my command, in charge of and led by the late gallant Lieutenant Thomas P. Pelot, C. S. Navy, first lieutenant of the C. S. S. *Georgia*.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Comdg. Afloat, Comdg. Savannah Squadron.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

P. S.—Herewith is express receipt.

Report of Flag-Officer Hunter, C. S. Navy, transmitting detailed report of Lieutenant Price, C. S. Navy.

SAVANNAH, *June 9, 1864.*

On the 3d instant I had the honor to report to the honorable Secretary of the Navy, by telegraph, that a detachment from my command had carried, by boarding from boats, the U. S. S. *Water Witch*.

This is the earliest moment I am enabled to make a full report in writing of this very brilliant affair; which was conducted and led by the late First Lieutenant Thomas P. Pelot, C. S. Navy, and executed by him and the brave officers and men of this squadron.

Herewith is a report in detail of the affair from Second Lieutenant Joseph Price, C. S. Navy, who succeeded to the command of the detachment.

Every officer and man did his duty. The conduct of the late lamented and gallant First Lieutenant Thomas P. Pelot was beyond all praise. That of Second Lieutenant Joseph Price, C. S. Navy, was distinguishedly brilliant. Though he was severely wounded, he brought the vessel to a safe anchorage under very difficult circumstances.

Assistant Surgeon C. Wesley Thomas, Master's Mate Hamilton Golder, Midshipman H. T. Minor, and Midshipman J. D. Trimble, G. W. Caldwell, second assistant engineer, and J. L. Fabian, second assistant engineer; John Perry, boatswain's mate (who was formerly distinguished as one of the crew of the ram *Virginia*); W. S. Johnson, boatswain's mate; Charles Stanley, quarter gunner; E. D. Davis (ordinary seaman), and Thomas Veitch, private marine, markedly distinguished themselves.

Several of the men, when their boats were (by the action of the steamer's wheels) severed from the vessel, swam to and boarded her. Herewith is a list of killed and wounded, both of our own and the enemy. Also a list of the officers and men of the detachment.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Captain S. S. LEE, C. S. Navy,
Captain in Charge.

Report of Lieutenant Price, C. S. Navy, second in command of expedition.

C. S. S. SAMPSON, *June 8, 1864.*

SIR: I have the honor to make the following report of the late expedition under the command of First Lieutenant Thomas P. Pelot, C. S. Navy, which resulted in the capture, by boarding, of the U. S. steam gunboat *Water Witch*, lying at anchor in Ossabaw Sound, on the night of the 3d June, 1864.

The expedition, consisting of 7 boats, 15 officers, and 117 men, detailed by your order from the vessels of the squadron, a correct list of whom you will find enclosed, left the C. S. S. *Georgia* at 1 o'clock p. m. on Tuesday, 31st of May, in tow of the steam tender *Firefly*, arriving at the Isle of Hope battery at 5 o'clock p. m. Cast off from the steamer and rowed to Beaulieu battery, on Vernon River, where we camped for the night. The next day our scouts discovered one of the enemy's vessels lying at anchor in the Little Ogeechee River, close under Raccoon Key.

At 8 o'clock p. m., the expedition got underway and formed in two columns. Boats Nos. 1, 3, 5, 7 composing the port column, Nos. 2, 4, and 6 the starboard column. Lieutenant Thomas P. Pelot, commanding, with Second Assistant Engineer Caldwell, C. S. Navy; and Moses Dallas (colored), pilot, led in boat No. 1; Lieutenant Price, with Master's Mate Gray and Second Assistant Engineer Fabian in No. 2; Midshipman Minor, with Master's Mate Freeman, in boat No. 3; Midshipman Trimble in boat No. 4; Boatswain Seymour, with Master's Mate Barclay, in boat No. 5; Master's Mate H. Golder, with Assistant Surgeon Thomas, in boat No. 6; Master's Mate Rosler, with Assistant Surgeon Jones, in boat No. 7, and proceeded with muffled oars to the spot where we supposed the enemy's vessel to be. On arriving we found that she had either shifted her anchorage, or that we had been mistaken as to her position. After searching in vain till nearly daylight, Lieutenant Pelot ordered Boatswain Seymour, with one man, to remain on Raccoon Key as scouts, and the expedition to return to camp at Beaulieu battery. On the next day (June 3), at 9 o'clock p. m., we again got underway, proceeded to Raccoon Key where we took on board our scouts, who reported that one of the enemy's vessels was lying in Ossabaw Sound, about 3 miles from where we then were. After waiting there until midnight, we were ordered to get underway and pull cautiously. The night being dark, and raining, we got close aboard of her without being discovered. On being hailed Lieutenant Pelot answered we were "rebels," and gave the order to "board her." The vessel having steam up at the time, as soon as the alarm was given, commenced turning her wheels backward and forward rapidly, thus thwarting the earnest efforts of Boatswain Seymour and Master's Mate Rosler to get on board with their entire boats' crews.

The port column, led by Lieutenant Pelot, boarded on the port side; starboard column, led by Lieutenant Price, boarded on the starboard side. In coming alongside, the enemy's fire with small arms was quite severe; in fact it was during that time, and while the boarding netting, which was tied up, was being cut through, that most of our loss in killed and wounded was sustained. After a sharp hand-to-hand fight of some ten minutes the ship was taken. Lieutenant Pelot was the first to gain the deck, and while bravely fighting was shot and instantly

killed. In his death the country has lost a brave and gallant officer, and society one of her highest ornaments.

The command then devolved upon me, and I proceeded forthwith to extricate the vessel from the position she was then in, to avoid recapture by the enemy. Our pilot having been killed before the boats reached the side of the ship, I sought for the enemy's pilot and found that he was too badly wounded to assist me, but finally procured one of the quartermasters, whom I compelled to pilot me to the upper end of Raccoon Key, where at the top of high water the ship grounded. I then found it necessary to lighten her, which I did by throwing overboard some barrels of beef and pork, a few coils of hemp rigging, the remainder of the chain which I had slipped as soon as we took the vessel, and lowering two of the guns in the boats. On getting ashore, I immediately landed the killed, wounded, and prisoners at Beaulieu battery. At 4 o'clock p. m., having in the meantime obtained a pilot from the shore, I succeeded in getting off, and anchored her at 7 o'clock p. m., under the guns of Beaulieu battery above the obstructions, when Lieutenant Carnes, C. S. Navy, by your order, arrived on board and assumed command.

In the darkness and confusion on board, it was impossible for me to observe each and every man, but I will state, with pride, every one, officers and men, did their duty most gallantly. I would state, however, that I owe my life to E. D. Davis, ordinary seaman, of the C. S. S. *Savannah*, he having cut down every opponent when I was sorely pressed by them. Boatswain's Mate J. Perry, of the steamer *Savannah*, and Boatswain's Mate W. S. Johnson, of the steamer *Sampson*, rendered me most valuable assistance in lightening the vessel and general duties on board. The former, although severely wounded, remained on deck as long as he could.

The *Water Witch* is a side-wheel steamer, schooner-rigged, of 378 tons burden, carries four guns—one 30-pounder rifled gun forward, two broadside 12-pounder Dahlgren howitzers, and one 12-pounder rifled brass gun aft, and a crew of 15 commissioned and warrant officers and 65 men, commanded by Lieutenant-Commander Austin Pendergrast, U. S. Navy.

Enclosed you will find the surgeon's report* of killed and wounded.

I am, very respectfully, your obedient servant,

JOS. PRICE,
Lieutenant, C. S. Navy.

Flag-Officer W. W. HUNTER, C. S. Navy.
Commanding Afloat, Savannah.

Report of Flag-Officer Hunter, C. S. Navy, regarding services of Fireman Granger, C. S. Navy.

SAVANNAH, *June 25, 1864.*

Herewith is a certificate from Chief Engineer J. W. Tynan, C. S. Navy, of the eligibility of George J. Granger, first-class fireman, of the C. S. S. *Sampson*, for the position of third assistant engineer in the C. S. Navy. George J. Granger's conduct in boarding the *Water Witch* and bringing her within our batteries after her capture was of

*Not found.

a distinguishedly brave and useful character; his services as a third assistant engineer are needed here. I would therefore ask for him the appointment of third assistant engineer in the C. S. Navy.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Captain S. S. LEE, C. S. Navy,
Captain in Charge.

Letter from Lieutenant-Commander Pendergrast, U. S. Navy, to Flag-Officer Hunter, C. S. Navy, regarding the transmittal of report of the former to the U. S. Navy Department.

C. S. NAVAL HOSPITAL,
Savannah, Ga., June 9, 1864.

SIR: I herewith enclose for examination a report* to the Hon. Gideon Welles, Secretary of the U. S. Navy, of the capture of the U. S. S. *Water Witch* by the forces under your command. The courtesy of allowing such reports to be made, I believe, is usual for both navies. I also enclose an explanatory letter to the honorable Secretary of the Navy of the Confederate States. If you will forward these communications I will be much obliged to you.

I have the honor to be, very respectfully, your obedient servant,

AUSTIN PENDERGRAST,
Lieutenant-Commander, U. S. Navy.

Commodore WM. W. HUNTER,
Commanding C. S. Naval Forces, Savannah, Ga.

Letter from Flag-Officer Hunter, C. S. Navy, to the Secretary of the Navy, transmitting report of Lieutenant-Commander Pendergrast, U. S. Navy.

SAVANNAH, *June 10, 1864.*

Herewith is a copy of a letter from Lieutenant-Commander Austin Pendergrast, U. S. Navy, now a prisoner and wounded, at the naval hospital at this place.

Lieutenant-Commander Austin Pendergrast had previously applied to me for permission to make a report of his capture to the Secretary of the Navy of the United States. I replied to him that such a communication must be sent open through me for your inspection and discretionary action. Herewith I transmit you his report* alluded to, and also a letter† from him to you.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Hon. S. R. MALLORY,
Secretary of the Navy.

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*See p. 474. † Not found.

Letter from the Secretary of the Navy to Flag-Officer Hunter, C. S. Navy, acknowledging the receipt of report of Lieutenant Price, C. S. Navy.

OFFICE OF ORDERS AND DETAIL,
C. S. Navy Department, Richmond, Va., June 15, 1864.

SIR: Your communications of the 8th instant have been received, with the report of Lieutenant Price of the recent naval engagement which resulted in the capture of the U. S. gunboat *Water Witch*. Also the alterations, etc., in the signal book of the enemy.

By command of the Secretary of the Navy:

I am, very respectfully, your obedient servant,

S. S. LEE,
Captain, in Charge.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding, etc., Savannah, Ga.

Commendatory letter from the Secretary of the Navy to Flag-Officer Hunter, C. S. Navy, commending the action of Lieutenant Pelot, C. S. Navy, and his command.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, June 24, 1864.

SIR: The report of Lieutenant Joseph Price of the capture of the enemy's steam sloop *Water Witch*, on the night of the 3d instant, has been received.

The plan and the gallant execution of the enterprise reflect great credit upon all who were associated with it, and upon the service which they adorn. The fall of Lieutenant Pelot and his gallant associates in the moment of victory, and the suffering of his companions wounded, sadden the feelings of patriotic pleasure with which this brilliant achievement is everywhere received.

Enterprises of this character, however unimportant the immediate material results may seem, develop and foster qualities essential to naval success, elevate and inspire confidence, command the respect of the enemy, and the approbation of the country; and it is the Department's earnest desire to stimulate them. Lieutenant Price and his associates have the thanks of the Department, which will properly lay their gallant conduct before Congress. Lieutenant Price refers by name to several men whose conduct he deemed specially commendable, and among them E. D. Davis, ordinary seaman; J. Perry, boatswain's mate; and W. S. Johnson, boatswain's mate. In recognition of their services and of his commendation thereof, you will please recommend their promotion to such positions as you may deem them capable of filling.

You will please report to the Department what further promotions may be made with justice to the service, giving special consideration to the cases of those who are wounded.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer W. W. HUNTER, Provisional Navy, C. S.,
Commanding Afloat, Savannah, Ga.

Letter from Flag-Officer Hunter, C. S. Navy, to Assistant Surgeon Pierson, U. S. Navy, prisoner of war.

SAVANNAH, *July 16, 1864.*

I have received your note of this day. In reply I have to inform you that I am instructed by the honorable Secretary of the Navy as follows, viz:

When the services of Assistant Surgeon W. H. Pierson, U. S. Navy, are no longer needed with the wounded officers and men in the hospital, he will be turned over to the proper authorities to be treated as other prisoners of war.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Assistant Surgeon W. H. PIERSON, U. S. Navy.

Letter of congratulation from Flag-Officer Hunter, C. S. Navy, to Commander Price, C. S. Navy.

SAVANNAH, *July 21, 1864.*

I would express to you the high gratification afforded me by transmitting you the accompanying official announcement of your promotion to the rank of a commander* in the Provisional Navy, C. S., for gallant and meritorious conduct.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander JOSEPH PRICE, Provisional Navy, C. S.

Letter of congratulation from Flag-Officer Hunter, C. S. Navy, to Acting Third Assistant Engineer Granger, C. S. Navy.

SAVANNAH, *July 23, 1864.*

Herewith is an appointment of acting third assistant engineer in the Provisional Navy, C. S. I congratulate you on this highly honorable recognition by the honorable Navy Department of your brave conduct in the capture of the *Water Witch*, and on your fitness to become an officer in the Provisional Navy, C. S.

Respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Acting Third Assistant Engineer GEORGE J. GRANGER,
Provisional Navy, C. S.

Extract from an appendix to the report of the Secretary of the Navy, dated April 30, 1864.

In May last, Lieutenant Commanding Thomas P. Pelot, under Flag-Officer Hunter's command at Savannah, organized a boat party against

*To rank from July 12, 1864.

the enemy in Ossabaw Sound, and on the night of the 3d of June attacked, and, after a desperate contest, carried by boarding the U. S. sloop *Water Witch*, Lieutenant-Commander A. Pendergrast, U. S. Navy, of four guns, and a crew of 80 officers and men, with a loss to the enemy of 2 killed and 14 wounded. The enemy was not surprised and had a crew at quarters and his boarding nettings up; and our loss was 6 killed and 17 wounded.

In this gallant achievement the Navy lost one of its most accomplished officers in Lieutenant Pelot, who was killed at the head of his boarding party after gaining the enemy's deck.

A copy of the report* of Lieutenant Joseph Price, who succeeded to the command, is annexed, and whose promotion to the grade of commander for gallant conduct in the expedition is recommended.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting reports regarding injuries to vessels.

No. 240.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 4, 1864.

SIR: Since my last there has been little change in affairs here.

The loss of the *Columbine* will be felt most inconveniently; her draft was only 5 or 6 feet, and having only two such steamers left, the services of which are needed elsewhere, can not replace her.

I have already informed the Department of the failure of the expedition undertaken by General Birney, in the Ashepoo, an affluent of St. Helena Sound, and the loss of the army steamer *Boston*. General Foster (who is now in command ashore) has ordered a court of enquiry, which will no doubt elicit all the facts of the case.

So far as I am informed, the vessels which I sent performed their duty fully.

The only naval officers who were acting separately from their vessels were Acting Master Dutch and Acting Ensign William Nelson.

Acting Master Dutch commanded the *Kingfisher* when she was lost, and was detailed for duty with the land forces at the express request of General Hatch.

No report in regard to him has reached me.

Mr. Nelson, formerly of the *Kingfisher*, belonged to the *Dai Ching*, and was detailed by request to act as pilot of the *Boston*.

No reports have yet reached me in regard to either of these.

When the *Ironsides* leaves there will remain seven monitors.

Of these the *Montauk* is unserviceable at present. The enclosed report ("A") shows that it will require three months to put her in complete order. I shall have to put her in service before the boilers are cleansed. The condition of the tubes renders relief of some kind indispensable.

The injury which the *Nahant* received in her hull below the water will be repaired by Tuesday, 7th, and will then take the place of the *Passaic*, reports of which are enclosed ("B" and "C").

For some weeks I shall therefore have five monitors in fighting order at Charleston.

Commodore Rowan reports that the rebels have the fourth ironclad in commission at Charleston.

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*See p. 501.

If they should presume on the reduction of our force, I hope to give a good account of them.

The Department has been informed of the necessity of sending home for repairs the *Huron*, *Seneca*, *Unadilla*, and *Chippewa*.

As the latter is reported to leak 10 feet a day, it may be expedient to detain her for a few days in order to diminish this inflow.

I hear from the senior officer at Tybee that he has seen a Savannah paper which states that General Grant was at Mechanicsville, [Va.], on the 1st of June, which I hope is true.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure A.]

PORT ROYAL HARBOR, S. C., *May 21, 1864.*

SIR: In obedience to the accompanying order, we have held a strict and careful survey on the hull, boilers, turret, and machinery of the U. S. ironclad *Montauk* as far as practicable without beaching the vessel, and report as follows:

The vessel has received five ugly shots in the armor on the port side, one of which struck directly opposite the end of a deck beam near the center of the coal bunker, passing entirely through the iron plating and, we judge, necessarily injuring the wood backing.

On enquiry we learn that when the vessel is in fighting trim that she leaks to a considerable extent. In the smooth water of the creek she makes about three-fourths of an inch per hour.

There is a leak in the magazine caused by a glancing shot striking the deck and another over the cabin stateroom.

The repairs can be made by removing the damaged plates and wood, which we would recommend to be done.

The main pinion of the turret gear has a tooth broken out. We would recommend that the spare composition pinion be put on in place of the broken one. We have sufficient evidence to show that the breaking of this pinion was a matter of pure accident.

The boilers require several patches on the crown sheets and ash pits, and there are a number of leaky socket bolts to be replaced. New rivets require to be put in all the seams of the blast openings. The scale in the tubes has reached the thickness of a full quarter of an inch. We would recommend this scale to be removed from the tubes.

The main turret and vacuum engines require a general overhauling.

The probable time required to make the above repairs and scale the tubes of the boilers will be three months.

We are, very respectfully, your obedient servants,

ROBERT DANBY,
Fleet Engineer.
EDWD. E. STONE,
Lieutenant-Commander.
P. R. VOORHEES,
Second Assistant Engineer.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Comdg. South Atlantic Blockading Squadron.

[Enclosure B.]

U. S. IRONCLAD NAHANT,
Off Morris Island, May 17, 1864.

SIR: In obedience to your order, I furnish you with a statement of the injuries received by this vessel yesterday.

During the hour from 11:30 a. m. until 12:30 p. m. the *Nahant* was struck eight times from the rebel batteries on Sullivan's Island—four times quite severely; two shots struck the deck forward of the turret, both crushing through the plating and deck and leaving large holes from 2 to 3 feet in length, and in one case wounding a man on berth deck quite seriously. One of these shots struck over the paymaster's store room, the other over the berth deck, just in front of the magazine, one struck the deck over the main steam pipe, pierced the iron plating, splintered the wood, and broke one of the beams. The length of the indentation in the iron is about 3 feet. Another shot struck the side of the ship at 6 feet 10 inches below the surface of the deck, and close to the outboard delivery of the vacuum engine. The injuries occasioned by this shot are, one rib and seven rivets broken, an indentation of about 1 inch in depth and, apparently, a crack of over 1 foot in length from rivet to rivet, underneath the rib. The concussion resulting from this shot was so severe as to nearly prostrate the engineers and firemen at their stations.

The other shots, one on the pilot house, one on the turret, near the XV-inch port, and one on the deck aft, are not of a serious nature.

I am, very respectfully, your obedient servant,

HENRY C. TALLMAN,
Lieutenant and Executive Officer.

Lieutenant-Commander J. N. MILLER,
Commanding Nahant.

[Enclosure C.]

U. S. IRONCLAD NAHANT,
Off Charleston, May 17, 1864.

SIR: I have the honor to enclose herewith the reports of the injuries received by this vessel and the ammunition expended yesterday during the firing on Fort Sumter.

The limited number of rounds fired was due to the rammer jamming in the XI-inch gun and the direction of the tide. When anchored, the stem of the vessel was tending toward Sumter, and if desired the XV-inch gun could not have been used without danger to the smokestack. Our position was about 1,500 yards from Sumter and 1,700 yards from Sullivan's Island.

I would request that the leak under the overhang may be repaired by machinists sent from Port Royal, as they have more experience than our men, and have the proper tools for working.

I am, very respectfully, your obedient servant,

J. N. MILLER,
Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding frequent changes of officers in the ironclads.

NAVY DEPARTMENT, *June 4, 1864.*

SIR: It is desirable that all the officers of the ironclads should be changed at least every eight months, and ordered to service in wooden vessels.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Order of the Secretary of the Navy to Acting Master Gleason, U. S. Navy, commanding U. S. S. Lavender.

NAVY DEPARTMENT, *June 6, 1864.*

SIR: Proceed with the U. S. S. *Lavender* off Charleston, S. C., and report to Rear-Admiral John A. Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master JOHN H. GLEASON,
Commanding U. S. S. Lavender, Philadelphia.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Cavendy, U. S. Navy, commanding U. S. S. Flambeau.

NAVY DEPARTMENT, *June 6, 1864.*

SIR: Proceed with the U. S. S. *Flambeau* off Charleston, S. C., and report to Rear-Admiral John A. Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant ED. CAVENDY, U. S. Navy,
Commanding U. S. S. Flambeau, New York.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Young, U. S. Navy, commanding U. S. S. Cimarron, to proceed with orders to officers on the outside blockade.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 6, 1864.

SIR: Before proceeding to relieve the *Unadilla* you will proceed to the stations south of Ossabaw, viz, St. Catherine's, Sapelo, Doboy, St. Simon's, and St. Andrew's, and direct commanding officers at those

places to remain outside on blockade until other arrangements can be made.

You will then coal here and relieve the *Unadilla*.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander JONATHAN YOUNG,
Commanding U. S. S. Cimarron.

Instructions from Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Madigan, U. S. Navy, regarding precautions for the protection of the monitors.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 6, 1864.

SIR: Too much depends on the absolute security of every monitor to omit the least precaution.

The rebels are quite as well aware of this as ourselves, and the recent fate of the *Water Witch* will not be without its uses. I fear that my instructions of February 19 (No. 20) were not fully carried out in that vessel.

Besides the torpedo nettings which you have, there should be boarding nettings carried around the monitor by stanchions.

The patrol boats should never be omitted, and ought to be kept in motion as much as possible.

A lookout might be posted after dark on the nearest shore, hidden from view, with orders to fire his piece on seeing any suspicious boats.

You have one gunboat and I send another.

In case of any attempt to board your vessel the hatches should be closed immediately, and all hands sent to quarters in readiness to sweep the deck with grape and canister.

The two gunboats are to be placed so that their guns will also sweep your deck with grape or canister at short range, and their guns so loaded.

The gunboats must look to their torpedo and boarding nettings, guns cast loose and loaded with grape, small arms stacked at hand, loaded with buckshot, men armed with bowie knives. * * * Patrol boats at night.

Before dark they will report readiness to you by signal in the above particulars.

I wish also that you would endeavor to establish communication with the vessels at Tybee and the telegraph at Pulaski to this place.

Other precautions no doubt will suggest themselves to you.

Whenever you may be relieved you will be careful to hand these instructions to your successor.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander JNO. MADIGAN, Jr.,
Commanding U. S. Ironclad Patapsco.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Weaver, U. S. Navy, commanding U. S. S. Chippewa, to proceed to Philadelphia for repairs to that vessel.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 6, 1864.

SIR: After having exchanged your crew for persons whose terms of service have expired, you will proceed with the *Chippewa* under your command to Philadelphia, and on your arrival report to Commodore C. K. Stribling, commandant of the naval station there, for repairs to your vessel, and also to the honorable Secretary of the Navy by letter, forwarding to him a copy of these orders.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander A. W. WEAVER,
Commanding U. S. S. Chippewa.

Instructions of Commodore Rowan, U. S. Navy, to Commander Cooper, U. S. Navy, for the naval force inside Charleston Bar.

U. S. S. NEW IRONSIDES,
Off Charleston Bar, June 6, 1864.

SIR: I shall leave here this evening for Port Royal. You will please take charge of the force inside Charleston Bar and keep the admiral informed of passing events at least once a week, or oftener if called for by occurrences of more than ordinary interest.

You will not permit the rebels to extend themselves beyond their present limits, and the scout boats must be kept actively employed in taking notes of movements in the harbor. In emergencies you will have the usual discretion. For ordinary communication you will find the army mail from Stono convenient by sending an officer to bear your dispatches if you deem it necessary.

There is one coal schooner in the harbor with 139 available tons of coal. The papers for the final discharges are herewith enclosed.

Very respectfully,

S. C. ROWAN,
Commodore and Senior Officer.

Commander G. H. COOPER,
Commanding U. S. S. Sangamon.

Instructions of Commodore Rowan, U. S. Navy, to Commander Williamson, U. S. Navy, commanding U. S. S. Flag, for the charge of the naval force outside Charleston Bar.

U. S. S. NEW IRONSIDES,
Off Charleston Bar, June 6, 1864.

SIR: I shall leave here this evening for Port Royal. You will please take charge of the force outside Charleston Bar and keep the admiral informed of passing events at least once a week, or oftener if called for by occurrences of more than ordinary interest.

Besides the usual blockade, you will have a careful watch kept of the small inlets seaward of Sullivan's Island.

In emergencies you will have the usual discretion. For ordinary communication you will find the army mail from Stono convenient by sending an officer to bear dispatches if you deem it necessary.

You will communicate whenever you deem it proper with the vessels to the northward of this port. The *Cimarron* will be here in a few days, when she is to resume her station off Georgetown and relieve the *Wamsutta*, which latter vessel will resume her station off Charleston.

Very respectfully,

S. C. ROWAN,
Commodore and Senior Officer, etc.

Commander J. C. WILLIAMSON,
Commanding U. S. S. Flag.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Reynolds, U. S. Navy, for the preparation of the U. S. schooners Swift and Shark.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, June 7, 1864.

SIR: You will have the schooner *Swift* coppered as soon as possible and prepare her to receive two 12-pounder howitzers.

The *Shark* will probably be able to carry two 24-pounders and two 12-pounder howitzers. You will please prepare her to receive this armament.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Commander WILLIAM REYNOLDS,
Commanding Naval Depot, Port Royal.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commodore Rowan, U. S. Navy, commanding U. S. S. New Ironsides, to proceed with that vessel to Philadelphia.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, June 8, 1864.

SIR: When the *New Ironsides* has been prepared for sea you will proceed with her to the Philadelphia navy yard, and on your arrival report to the Navy Department and to Commodore Stribling, the commandant of the yard.

Previous to leaving Port Royal, you will complete the transfers of men directed in a previous order, and receive in return such men as may be entitled to discharge by the expiration of their terms of service.

Wishing you a pleasant passage homeward,

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commodore S. C. ROWAN,
Comdg. U. S. S. Ironsides, Senior Officer, Port Royal, S. C.

Letter from Major-General Foster, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, requesting an interview.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., June 8, 1864.

ADMIRAL: Will you do me the favor to inform me when you propose to visit the fleet near Charleston? I would like to go there at the same time to consult with you upon some matters relating to operations in that district.

Very respectfully and truly, yours,

J. G. FOSTER,
Major-General, Commanding.

Rear-Admiral J. A. DAHLGREN, U. S. Navy.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the urgent need of coal for the squadron.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, June 9, 1864.

SIR: I write this letter and hurry off the *Queen* expressly to inform the Department that the stock of coal is nearly exhausted, and if not replenished in a few days, will bring the operations of the squadron to a stand.

There are 200 tons at this place and 300 tons at Port Royal for a force which consumes 120 to 130 tons daily. I have tried to borrow of the army, but there is none to lend.

On the 14th May I apprised the Bureau that there were 3,000 tons on hand, and asked for an increase.

May 17, I informed the Bureau that there were 2,000 tons on hand, and that the consumption was 125 tons daily.

May 28, I wrote the Bureau that there were 920 tons on hand at Port Royal and 200 at this place.

June 6, as I had received neither coal nor any reply from the Bureau, I wrote to the Navy Department that I had not a week's coal on hand.

The Department can readily anticipate the consequences that will be unavoidable if the stock of coal becomes exhausted, which is nearly the case at this time.

I take the opportunity to apprise the Department that on the 2d instant the U. S. S. *Wamsutta*, stationed at Georgetown, chased a side-wheel steamer till she ran ashore. She proved to be the *Rose*, of London, with an assorted cargo. After a fruitless effort to get her afloat, she was destroyed.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding South Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—I beg leave to add that the stock of 500 tons above named will not fill up the existing deficiencies of the steamers, which renders the situation here very critical.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the U. S. storeship Courier.

NAVY DEPARTMENT, *June 9, 1864.*

SIR: The U. S. ship *Courier* sailed from New York on the 29th ultimo for New Orleans with stores. On her return she is to stop at Port Royal to replace the U. S. ship *Supply*.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Order of the Secretary of the Navy to Lieutenant-Commander Stevens, U. S. Navy, commanding U. S. S. Pontoosuc, to proceed to duty at Charleston, S. C.

NAVY DEPARTMENT, *June 9, 1864.*

SIR: Proceed with the U. S. S. *Pontoosuc* to New York and there complete the crew of that vessel, after which proceed with her with all practicable dispatch off Charleston and report to Rear-Admiral John A. Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Lieutenant-Commander GEO. A. STEVENS,
Commanding U. S. S. Pontoosuc, Bath, Me.

Order of the Secretary of the Navy to Commander Drake, U. S. Navy, commanding U. S. S. Iosco, to proceed to duty on the Charleston blockade.

NAVY DEPARTMENT, *June 9, 1864.*

SIR: Proceed with the U. S. S. *Iosco* to New York and there complete the crew of the vessel, after which proceed with all practicable dispatch off Charleston and report to Rear-Admiral John A. Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander A. J. DRAKE,
Commanding U. S. S. Iosco, New London, Conn.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, transmitting statement of a prisoner regarding Confederate affairs.

NAVY DEPARTMENT, *June 9, 1864.*

SIR: I enclose herewith an extract from a statement of James H. Hardin (prisoner at Fort Warren), late captain and director of the Seventh Battalion Marine and Harbor Engineers, C. S. Army, in

reference to a rebel ram in the Savannah River, and the design of the insurgents to run out a large lot of cotton ready for shipment near Darien.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

[Enclosure.]

Extract from a letter from James H. Hardin (prisoner at Fort Warren), late captain and director Seventh Battalion Marine and Harbor Engineers, C. S. Army, dated April 30, 1864.

Along the coast of Georgia, 60 miles south of Savannah and 3 miles north of the port of Darien, McIntosh County, on the plantations of Randolph Spaulding, Mr. Mabery, John Mackintosh, and Mr. R. Barnwell Rhett, formerly of South Carolina, there are some 22,000 bales of cotton, valued at $8,000,000. To get this cotton to Europe is one of first wishes of Mr. Memminger. To cover their designs and divert the attention of the Federal Government, they have constructed a ram at Beech Island, in the Savannah River, 150 miles from Savannah and 8 miles from Augusta, Ga. This ram was built last summer and fall by J. H. Hammond (I mean under his direction and expense), of Beech Island, formerly governor of South Carolina, from railroad iron taken from the Libbyville Branch Railroad, in the Edgefield district. The intention is to run her down to Savannah, and make demonstrations off the mouth of the Savannah River, and get round to Beaufort if possible, and accomplish what they can; and if she should become endangered, blow her up. It is hoped that this diversion will enable the blockade runners to get into rear of Wickinson inland timber docks and between R. Barnwell Rhett's plantation and John Mackintosh's and load the cotton, some 22,000 bales, and run it into Nassau or Cienfuegos de Cuba. They can run out under the fog, covered and protected from the main ocean by the *Alabama*, *Florida*, *Georgia*, and the *Hoogley*. Keep a sharp lookout for this ram. I have seen her and been aboard of her.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Foster, U. S. Army, acknowledging the transfer of men from the Army for service in the Navy.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, June 9, 1864.

GENERAL: I have to thank you for the twenty-nine men transferred for service in the Navy, in compliance with the order of the War Department.

They are very acceptable, for there is not a vessel in the squadron with her complement, except the ironclads, and some of them are so short handed that they are not defensible against a vigorous assault by boarding.

With great reluctance I have been obliged to withdraw the vessels at St. Catherine's, Sapelo, Doboy, St. Simon's, and St. Andrew's

from inside blockade, and place them outside where they can not be attacked and can communicate readily with each other.

Of course this involves much disadvantage, but I shall, as soon as reinforced, cause a return to the inside blockade.

I am, general, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Major-General J. G. FOSTER,
Comdg. Dept. of the South, Headquarters Hilton Head.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the critical situation of the squadron for lack of coal.

No. 254.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, June 10, 1864.

SIR: I wrote last night by the *Queen*, informing you of the critical situation of the squadron for want of coal.

The quantity left on board the steamers is very small, and will be consumed very soon. The small quantity not issued will be reserved for the monitors.

The consequences of failing to receive an instant supply will be the inability of the steamers to move, and therefore a suspension of the blockade. Secondly, the impossibility of moving the monitors when in face of the enemy, which, under existing circumstances, might lead to disaster.

I have written repeatedly to the Bureau of Equipment during the month of May, but have failed to receive even a reply.

The army can not lend any coal, and the great interests of the country in this quarter are now hazarded for the want of some fuel.

Passages are protracted at this season because of the prevalence of southerly winds, but that is expected, and is only the stronger reason for forwarding a supply earlier.

This is the third instance, since I have commanded, when the coal has given out. Before, the army lent me some; now it is unable to do so.

The utmost dispatch of some fuel by steamers will be required to prevent difficulty.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[First endorsement.]

Copy to Captain Adams, and state that the Department regrets that this condition of things should have arisen, apparently from the want of due care on his part.

[Second endorsement.]

Charter scows by telegraph and send coal instantly at any sacrifice.

W[ELLES].

Report of Acting Master Lee, U. S. Navy, commanding U. S. S. Wamsutta, regarding a reconnoissance of Confederate batteries in Winyah Bay.

U. S. S. WAMSUTTA,
Off Georgetown Bar, June 10, 1864.

SIR: I have the honor to report that on the 9th instant, at 9 a. m., I weighed anchor and stood up the river to reconnoiter the batteries built by the rebels, especially the one on Cat Island. As I approached I trained the 20-pounder rifle pivot gun upon it and fired several shots. As I drew above South Island point, and the broadside guns bore, I also fired from them with the result as shown in the enclosed report. It had the effect of driving out the rebel pickets stationed there, and I could see that nothing had been done toward mounting guns. As the tide was falling, I had no time to send a boat to examine.

I then stood down and crossed the bar and stood to the northward for the place where we had destroyed the blockade runner *Rose* on the 2d, and as we drew up with it, saw a large party of mounted men near the wreck and buildings, at which I fired several shells, stands of grape, and round shot, as noted in the report of firing enclosed. After driving off the rebels, who had apparently been at work trying to save the iron and parts of the machinery of the wreck of the *Rose*, I returned and anchored off Georgetown Bar as close in as prudence would permit, in accordance with orders received per U. S. S. *Nipsic* the previous evening.

I am, sir, very respectfully, your obedient servant,

CHAS. W. LEE,
Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. S. Atlantic Blockdg. Squad., Flagship Philadelphia.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Foster, U. S. Army, stating his inability to comply with the request for a vessel to guard Calibogue Sound.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, June 10, 1864.

GENERAL: I received yours of the 8th instant, enclosing copy of a note from General Hatch.

It would give me pleasure to comply with his suggestion, but the reduced number of vessels in the squadron prevent me from efficiently blockading existing stations, and will compel me to withdraw from some of them, unless speedily reinforced.

All the vessels of the squadron are very shorthanded, and some of them even more so than the *Water Witch*, which naturally occasions their withdrawal from the inside blockade until my force is sufficiently strong to enable me to resume it.

The squadron is now short of vessels, short of men, and almost entirely out of coal.

Until I am able to put a vessel in the Calibogue [Sound], I would suggest that a small battery be placed there, which would effectually stop the *Water Witch* from going through.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Major-General J. G. FOSTER,
Comdg. Department of the South, Headquarters Hilton Head.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant Mackenzie, U. S. Navy, to assume command of the U. S. S. Winona.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, June 11, 1864.

SIR: You are hereby detached from the U. S. ironclad *Patapsco* and will report on board the U. S. S. *Winona* and relieve Lieutenant-Commander E. E. Stone of the command of that vessel.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Lieutenant A. S. MACKENZIE,
U. S. S. Patapsco.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Stone, U. S. Navy, to assume command of the U. S. S. Paul Jones.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, June 11, 1864.

SIR: You are hereby relieved of the command of the U. S. S. *Winona* and will assume command of the U. S. S. *Paul Jones* on her arrival at Ossabaw, where you will remain with her on the blockade.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Lieutenant-Commander E. E. STONE,
Commanding U. S. S. Winona, Ossabaw.

Report of Rear Admiral Dahlgren, U. S. Navy, regarding the escape of a blockade runner from Charleston, and urging the necessity of an increased force of efficient steamers on the blockade.

No. 257.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, June 12, 1864.

SIR: It is always with the greatest reluctance that I transmit unpleasant news, but of course the Department would rather have it from myself than other sources.

A steamer passed out from Charleston last night and escaped.

She went quite near to the outside picket boat, so that the proper signal was made in time, but the outside blockade was too weak to head her off in the obscurity of the night.

The only vessels outside were the *Flag* and the *Sanford*, with a tug. The three best and fastest vessels were absent—the *Canandaigua* at Port Royal, under repair; the *Winona* in place of *Water Witch*, captured, and *Nipsic*, gone north for coal.

Had they been here, the steamer would have been taken.

Under date of June 6 I stated the inadequacies of the present force and its increasing disability.

Absent north, for repair: *Marblehead*, *Flambeau*, *Potomska*, *Seneca*, and *Huron*.

Unserviceable, about to go north: *Unadilla* and *Chippewa*.

Withdrawn from blockade to increase the force in the St. John's: *Pawnee*, *Mahaska*, and *Columbine*.

Lost: *Housatonic*, *Madgie*, and *Kingfisher*.

Thirteen vessels in all, twelve of which are steamers, and I am just in receipt of a communication from the *Wissahickon*, indicating the loss of her services for a time. I enclose copy of the paper * (B).

The *South Carolina*, with which the Department desires to replace the *Massachusetts*, though disabled in steam, has a good battery, and her withdrawal will leave only the *Harvest Moon*, with two boat guns and a light rifle, and a schooner to take care of the Savannah River; she, too, under repair.

In the second place, of all the vessels in the squadron the ironclads alone are kept fully manned; all the others are shorthanded, and some dangerously so.

The *Water Witch* was 17 men short when taken, and was probably the most efficient vessel of the eight stationed south of Wassaw, viz, Ossabaw, St. Catherine's, Sapelo, Doboy, Altamaha, St. Simon's, St. Andrew's, and Fernandina.

The immediate consequence of her capture was to remove a more powerful vessel from this place in order to meet the emergencies at Ossabaw, to add another gunboat at Wassaw to aid the monitor, and to preclude even the possibility of an attempt there, to withdraw all the vessels south of Ossabaw from inside to outside blockade, thereby disorganizing the efficiency of the blockade and giving the rebels more scope, and finally to take away the vessel from the Altamaha, in order to assist the *Midnight* at Doboy, which vessel is not only shorthanded, but reported to be unseaworthy.

It is inconvenient in other ways. I am not able to command men enough for a strong detachment in boats when it becomes necessary to support the scouting boats at night, for which purpose at least a dozen boats and about 300 men for crews and reliefs by night and day are needed.

I hope it will be convenient for the Department to send me ten or twelve efficient steamers at once to supply the deficiencies already mentioned.

The Bureau of Equipment informs me that the *New Hampshire* will bring me about 1,000 men, but as that vessel may not be here for a month or two, we may lose more meanwhile than we can regain.

The Department will perceive by the enclosed letter, "A," that the military authorities are troubled about the possibilities of a raid through

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*Not necessary to publish. This report states that the vessel needs minor repairs.

Calibogue Sound. I have three vessels in that vicinity, all of which, together, are not very satisfactory.

The steam of the *South Carolina* is in very poor condition and its full power would hardly drive her 4 knots.

Her draft of water is also unsuitable for interior channels.

The *Harvest Moon* has three very small guns, two of which are boat guns, and the *Ward* has no steam.

I have recommended to the general to place a battery on shore to command the waters, and have offered to mount 1X-inch guns there.

As the *Ward* is too shorthanded to withstand a boarding operation, and I have no more men to give her, I have asked the commanding general to put a company of soldiers on board of her at night.

With the reinforcements I have asked for all risks will be removed in this respect, and I shall be able to resume all the stations formerly occupied along the coast.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure A.]

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., June 11, 1864.

ADMIRAL: I have the honor to transmit herewith a certified copy of a letter from Brigadier-General John P. Hatch, commanding district of Hilton Head, etc., giving particulars in regard to the information obtained from deserters from the rebel lines as far as relates to the *Water Witch*. I respectfully solicit your attention to General Hatch's request for a naval force in Calibogue Sound.

I have the honor to be, very respectfully, your obedient servant,

J. G. FOSTER.
Major-General, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Subenclosure.]

HEADQUARTERS DISTRICT HILTON HEAD, ETC.,
Hilton Head, S. C., June 11, 1864.

CAPTAIN: The examination made by myself of the deserters from Savannah elicited the following important facts: The rebels are engaged in taking out the guns of the *Water Witch* for the purpose of lightening her sufficiently to enable her to pass through Thunderbolt Creek into the Savannah River. I would again call the attention of the major-general commanding to the danger from attack from the combined naval force of the enemy upon the southern end of Hilton Head Island, unless an ample naval force is kept in Calibogue Sound.

Very respectfully, your obedient servant,

JNO. P. HATCH,
Brigadier-General, Commanding.

Captain W. L. M. BURGER,
Assistant Adjutant-General.

There is in Savannah a steamship, built since the war, completely fitted for sea, called *No. 10*, supposed to be intended for a blockade runner.

Report of Commander Williamson, U. S. Navy, commanding U. S. S. Flag, regarding the capture of the sloop Cyclops.

U. S. S. FLAG,
Off Charleston, June 12, 1864.

SIR: I have to report that on the morning of the 12th instant I captured off Charleston the sloop *Cyclops*, loaded with 15 bales of cotton.

The *Cyclops* left Charleston last night and was captured by me just before 4 a. m., 1½ miles E. N. E. of the light-ship.

Respectfully, your obedient servant,

J. C. WILLIAMSON,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Master Hamlin, U. S. Navy, commanding U. S. S. Gladiolus.

NAVY DEPARTMENT, *June 13, 1864.*

SIR: Proceed with the U. S. S. *Gladiolus*, off Charleston, S. C., and report to Rear-Admiral John A. Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master J. C. HAMLIN,
Commanding U. S. S. Gladiolus, Philadelphia.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, senior officer off Charleston, urging special vigilance on the blockade.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, June 13, 1864.

SIR: I have good reason to believe that attempts will be made very shortly by several steamers to run the blockade.

Every effort must be made to prevent this, though the force under your command is much more reduced than I would desire.

The *Nipsic* should be back very shortly; she has gone in search of coal. The *Winona* has taken the place of the *Water Witch*, recently captured by the rebels.

As it is very certain that the Sullivan's Island Channel alone is used to pass in, might it not be better to collect the vessels in that direction after dark? This, of course, is left to your own judgment.

On Saturday night a vessel passed the blockade outward bound without being seen by any of our vessels outside, and though the proper signal was made by the picket boat on Drunken Dick, no notice was taken by the vessels on the outer blockade.

You will please ask an explanation of this from Captain Williamson, who was the senior officer outside at that time.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN,
Comdg. U. S. S. Canandaigua, Senior Officer off Charleston Bar.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Foster, U. S. Army, offering the services of the U. S. schooner T. A. Ward, for guarding Calibogue Sound.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, June 13, 1864.

GENERAL: Yours of the 11th is just received in regard to the possibility of an attack by the rebels with the *Water Witch* on the southern end of Hilton Head Island, and a suggestion that I would place a vessel in Calibogue Sound.

The schooner *Ward* is now lying in the channel leading in that direction, and can be placed wherever it may be most desirable to prevent the attack that General Hatch apprehends. The battery of the *Ward* consists of four long 32-pounders, which is very much heavier than anything the *Water Witch* carries.

If this vessel is supported by a battery on the south end of Hilton Head Island, the *Water Witch* will hardly venture an attack. This battery might consist of two or three IX-inch guns, which I will have placed there, if it is convenient for you to have breastworks thrown up and platforms laid.

The steamer *Harvest Moon*, which lies near Tybee, would soon participate in the defense when it became necessary.

The chief danger of the vessels in Tybee will be from boarding, as they are deficient in the number of crews. I would suggest, therefore, that a company of veteran soldiers be ordered to report to the commanding officers of the vessels every night for duty.

I wish very much it was in my power to place more suitable vessels there, but I have already apprised you under date of the 10th that the force under my command is so much reduced in the number of vessels and of men that it will be a matter of great difficulty with me to retain vessels at their present stations.

As soon as the deficiencies in these respects shall be made up from the North, I will place such a force near Calibogue as will prevent any attempt by the *Water Witch*.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Major-General J. G. FOSTER,
Comdg. Department of the South, Headquarters Hilton Head.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Volunteer Lieutenant Kennison, U. S. Navy, for the preparation of the U. S. schooner T. A. Ward for guarding Calibogue Sound.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, June 13, 1864.

SIR: The commanding general of this Department, General Foster, and the commanding general of the district, General Hatch, have requested me to place a vessel in Calibogue Sound.

It is impossible with the present reduced force of the squadron to increase the number of vessels stationed there.

I have told him that the *Ward*, now there, is in such a position that the *Water Witch* can not pass, except under her fire, and that the *Harvest*

Moon is sufficiently near to support her in case of an attack. The battery of the *Ward* is so superior to that of the *Water Witch* that the latter would be no match for her in a cannonade—the danger is from boarding.

The *Ward* must therefore be provided with stout boarding nettings, and have a spring on her cable, so as to bring her broadsides around, and not permit of a position being taken ahead or astern. There should be plenty of grape and canister for the 32-pounders at hand, and the guns should always be so loaded at night. It is hoped that the vessel will be better prepared to fire than when I saw her at Tybee. You will give your personal attention to the matter.

The *Harvest Moon* and *South Carolina*, if possible, should be placed so as to support the *Ward* with their fire. In all cases be on your guard against boarders, the small arms stacked conveniently on deck and loaded with buckshot or slugs. The watch on deck should have bowie knives in their belts.

You will furnish copy of this letter to each of the captains of vessels at Tybee.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Volunteer Lieutenant W. W. KENNISON,
U. S. S. South Carolina, Senior Officer, Tybee Roads.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Chaplin, U. S. Navy, commanding U. S. S. Dai Ching, to guard the entrance to Calibogue Sound against expected attack by the late U. S. S. Water Witch.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, June 14, 1864.

SIR: Immediately on the receipt of these orders, you will proceed to Tybee Roads and take a position near the entrance of Calibogue Sound, so as to command the approach of the south end of Hilton Head Island.

On arriving there you will direct the *Ward* to proceed to St. Helena, and occupy the position that has been held by the *Dai Ching*, giving such information as will enable the *Ward* to execute the duty there properly.

Your own duty at Tybee will be important, as the general commanding the district apprehends an attack from the *Water Witch*.

Fill up your crew by requisition on Captain Reynolds, and as boarding may be resorted to, ask for a company of good soldiers if you feel in need of more men.

At night have good boarding nettings, torpedo fenders, and picket boats.

Always have the guns cast loose at night and loaded with grape or canister; the small arms stacked on deck and loaded with buckshot or slugs. Require bowie knives, if you have none.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander J. C. CHAPLIN,
Commanding U. S. S. Dai Ching.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the crippled condition of the naval force under his command.

No. 262.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, June 14, 1864.

SIR: After closing my preceding dispatch, No. 257, I found from the condition of Lieutenant-Commander Gibson's health that the number of commanding officers will be further reduced, and I am obliged to add a request to those already made.

By various casualties the list is now reduced so that the *Montauk* has no commander, nor the *Nahant*, and now the *Lehigh*. I hear that another commander of a monitor is giving away.

Captain Duncan being condemned, obliged me to transfer Captain Stone from the *Winona*, and there being no lieutenant-commander, obliged me to order a lieutenant (Mackenzie) to the command of the *Winona*.

Enclosed is a list showing the few officers about me in this large command, and constituting its very pith.

The general of the district is so uneasy about an attack on Calibogue Sound that I had no alternative but to remove the *Dai Ching* there from St. Helena, and send a schooner to the latter important post. I enclosed his letter in my No. 257.

I want steamers, and men, and officers, and coal, and hope they may come soon, so as to avoid all detriment in the rather critical condition of the naval force here.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Distribution of vessels of the South Atlantic Blockading Squadron, June 15, 1864.

Name.	Station.	Remarks.
*Williams	Murrell's Inlet	
Wamsutta	Georgetown	
	Cape Romain	
*Hope	Bull's Bay	
Canandaigua	Charleston	Outside the bar.
Flag	do	Do.
Sanford	do	Do.
Acacia	do	Do.
Sweet Brier	do	Do.
*Blunt	do	Do.
Lehigh	do	Inside the bar.
Catskill	do	Do.
Passaic	do	Do.
Sangamon	do	Do.
Nantucket	do	Do.
Philadelphia	do	Do.
*Supply	do	Do.
*Adams	do	Do.
Iris	do	Do.
Dandelion	do	Do.
Daffodil	do	Do.
Camelia	do	Do.
Sonoma	Stono	
McDonough	do	

*Sailing vessels.

Distribution of vessels of the South Atlantic blockading Squadron, June 15, 1864—Cont'd.

Name.	Station.	Remarks.
*Racer	Stono	
Memphis	North Edisto	
*Saratoga	St. Helena	
*Wild Cat	do	
Wabash	Port Royal	
*Vermont	do	
*Valparaiso	do	
Jonquil	do	
Larkspur	do	
Carnation	do	
Pettit	do	
*Houghton	do	
Chatham	do	
Dai Ching	Tybee Island	
South Carolina	do	
Harvest Moon	do	
Patapsco	Wassaw Sound	
Cimarron	do	
Winona	do	
Paul Jones	Ossabaw	
*Fernandina	St. Catherine's	
Lodona	Sapelo	
*Midnight	Doboy	
*Smith	do	
Stettin	St. Simon's	
*Braziliera	St. Andrew's	
*Para	Fernandina	
*Perry	do	
Pawnee	St. John's	
Mahaska	do	
Ottawa	do	
Hale	do	
*Mangham	Mosquito [Inlet]	
Montauk	Port Royal	Repairing.
Nahant	do	Do.
Wissahickon	do	Do.
Norwich	do	Do.
Geranium	do	Do.
Home	do	Do.
Clover	do	Do.
*Norfolk Packet	do	Do.
*Allen	do	Do.
*Ward	do	Do.
Mohawk	do	Repairing; hospital ship.
Oleander		Supply stations south of Port Royal.
Marblehead		North for repairs.
Flambeau		Do.
Potomska		Do.
Seneca		Do.
Huron		Do.
Unadilla		Do.
Chippewa		Do.
Rescue		Do.
New Ironsides		Do.
Wechawken		Sunk or stranded.
Housatonic		Do.
*Kingfisher		Do.
Madgie		Do.
Water Witch		Captured.
Columbine		Do.
Nipsic		North for coal.

*Sailing vessels.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Order of Commodore Rowan, U. S. Navy, to Commander Colvocoresses, U. S. Navy, commanding U. S. ship Saratoga, to proceed to the blockade of St. Helena Sound, South Carolina.

U. S. S. NEW IRONSIDES,
Port Royal, June 15, 1864.

SIR: You will proceed with the *Saratoga* under your command to St. Helena Sound and take a position on the blockade there.

You will call on Commander Reynolds, commanding naval depot here, who will furnish you with pilots and other requirements.

Very respectfully,

S. C. ROWAN,
Commodore and Senior Officer.

Commander GEORGE M. COLVOCORESSES,
Commanding U. S. Ship Saratoga.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Stone, U. S. Navy, commanding U. S. S. Paul Jones, regarding measures for blocking the movement of the late U. S. S. Water Witch.

FLAG STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, June 16, 1864.

SIR: I learn that the *Water Witch* is at White Bluff, [Ga.], 4 miles above Beaulieu battery.

She can only pass from there by going through Burnside River. Can this be prevented? Might not a light battery be placed on the upper end of Green Island, so as to command the entrance of Burnside River at 1,600 or 1,700 yards?

Scout the river and islands. If it can be done, put there a couple of 20-pounder or 30-pounder rifles and throw up a heavy bank of earth so as to cover from the direct fire of Beaulieu. This is all to be done secretly by night, and it is of the first importance that the enemy should not be advised of it.

If you have not the rifles, send to Port Royal; say it is my order, but not for what.

We must try to block the *Water Witch*.

I have sent you the *Paul Jones;* see that she has a good crew, and you will keep in communication by boats with the vessels below, as well as above. Scout the inland passages occasionally, to learn whether the rebels are doing anything there.

Any attempt to erect batteries must be checked at once.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Lieutenant-Commander E. E. STONE,
Commanding U. S. S. Paul Jones.

Report of Commodore Rowan, U. S. Navy, commanding U. S. S. New Ironsides, of departure of that vessel for Philadelphia.

U. S. S. NEW IRONSIDES,
At Sea, June 16, 1864.

SIR: I have the honor to report that I crossed Port Royal Bar in this ship to-day, on my way to Philadelphia, in obedience to your order of the 8th instant.

Very respectfully,

S. C. ROWAN,
Commodore, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting correspondence regarding the placing of Union prisoners under fire at Charleston, S. C.

No. 265.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, June 17, 1864.

SIR: On the 16th I received from General Schimmelfennig, commanding the district, the enclosed paper from the United States officers now held as prisoners by the rebels in the jail at Columbia, and directed the paymaster of the fleet to forward the amount.

General Schimmelfennig also sent me a copy of a communication from the rebel, General Ripley, and his own letter enclosing this to General Foster. Copies are enclosed, and also a copy of my reply to General Schimmelfennig.

This barbarous treatment only evinces the desperate condition of the ruffians who made it, and will, I trust, meet the retribution it deserves.

I have the honor to be, very respectfully, your obedent servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

HDQRS. NORTHERN DIST., DEPT. OF THE SOUTH,
Folly Island, South Carolina, June 16, 1864.

ADMIRAL: I have the honor to transmit herewith a communication to the commander of the South Atlantic Blockading Squadron from Lieutenant-Commander E. P. Williams, received by flag of truce from the enemy.

I avail myself of the opportunity to enclose a copy of a communication from Brigadier-General Ripley, of the Confederate Army, and also a copy of my report to Major-General Foster, commanding the department.

By the same flag of truce I received a Richmond paper of the 10th instant. Beyond the statement that General Grant had changed his base of operations from White House to the James River, and effected a junction with General Butler, it contained no news of importance. Some anxiety was felt in Richmond for the safety of Petersburg, that city having been entered by our cavalry, who were afterwards driven out.

An Augusta, [Ga.], paper of the 9th instant contained no news of interest in regard to General Sherman's movements.

I should be very much obliged if you would permit me to retain the deserters who were sent from the fleet on shore for the present. They will be kept on Morris Island subject to your orders.

I have the honor to be, very respectfully, your obedient servant,
A. SCHIMMELFENNIG,
Brigadier-General, Commanding District.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Subenclosures.]

RICHLAND JAIL,
Columbia, S. C., May 10, 1864.

SIR: I have the honor to request, for the comfort of the naval prisoners held here, that $840 in gold may be forwarded to me for distribution as follows:

Lieutenant-Commander E. P. Williams	$100
Lieutenant G. C. Remey	100
Lieutenant S. W. Preston	100
Lieutenant E. T. Brower	50
Ensign B. H. Porter	100
Acting Assistant Paymaster G. W. Burkett	50
Acting Ensign E. G. Dayton	100
Acting Ensign M. W. Tillson	40
Acting Ensign George Anderson	25
Acting Ensign William B. Arrants	25
Third Assistant Engineer J. H. Harmony	50
Acting Master's Mate C. S. McCarty	50
Acting Master C. P. Hovey	50

Very respectfully, your obedient servant,
E. P. WILLIAMS,
Lieutenant-Commander and Senior Officer.

Commodore S. C. ROWAN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

HEADQRS. FIRST MILITARY DISTRICT,
DEPT. OF SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, June 13, 1864.

GENERAL: I have the honor to enclose for transmission to the commanding-general of the U. S. forces on this coast, a letter * from Major-General Samuel Jones, commanding this department.

The letter informs him that five generals and forty-five field officers of the Federal Army, prisoners, have been ordered to be confined in Charleston. These officers have been placed under my charge, and will be provided with commodious quarters in a part of the city occupied by noncombatants, the majority of whom are women and children.

It is proper that you should know, however, that the portion of the city in which they are located is, and has been for some time, exposed day and night to the fire of your guns.

Very respectfully, your obedient servant,
R. S. RIPLEY,
Brigadier-General, Commanding.

General SCHIMMELFENNIG,
Commanding U. S. Forces, Morris and Folly Islands, etc.

HDQRS. NORTHERN DISTRICT, DEPARTMENT SOUTH,
Folly Island, South Carolina, June 15, 1864.

CAPTAIN: I have the honor to report that yesterday evening I received by flag of truce a letter from General Johnson to the major-general commanding department, a letter from General Ripley to

* See Official Records of the Union and Confederate Armies in the War of the Rebellion, Series I, Volume XXXV, Part II, p. 132.

myself, which I respectfully annex, and several private letters by the same means.

My only answer to General Ripley, until orders from the major-general commanding are received, has been and will be a continuation of the usual fire on the city, with a constant change of direction to avoid if possible the design of the enemy to bring their prisoners under fire.

The officer who received the flag of truce reports to me that the Confederate officers in order to get an immediate answer, stated they would wait, knowing General Foster to be present in the district.

Charleston must be considered a place of arms. It contains a large arsenal, military foundries, etc., and has already furnished three iron-clads to the enemy. It is our duty to destroy these resources.

In reference to the women and children of the bombarded city I therefore can only say the same situation occurs whenever a weak and strong party are at war, and the practice of exposing prisoners of war to the fire of the attacking force is as old as the fact that weak and wrecked parties must fall under the blows of justice.

I may be allowed here to state that the act which the enemy has now committed he has threatened ever since the first shell exploded in the city over nine months ago, and it is therefore fair to suppose some special reason now to exist for the fulfillment of his threat, although I can find no reason other than his desperate situation.

In my opinion the endeavor of the enemy to force us to give up the bombardment should be the reason for its continuation. At the same time, as a means to force him to give up his barbarous practices, the simple fact of retaliation can be made effectual, as I have as many places where his shells fall as he has in Charleston where mine fall.

I also think that the United States can furnish as large a number of Confederate generals and field officers as they can procure of ours.

From the fact of the enemy's being so anxious for an immediate answer, I am led to believe the whole thing a ruse or at least only a threat not yet carried out.

I have the honor to be, very respectfully, your obedient servant,

A. SCHIMMELFENNIG,
Brigadier-General, Commanding District.

Captain W. L. M. BURGER,
Assistant Adjutant-General, Department of the South.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, June 16, 1864.

GENERAL: Yours of to-day is just received. There is no gold at this post, but only in the *Wabash*, at Port Royal. It will be sent for and transmitted to you, if you will be so good as to have it forwarded to our comrades by the same channel as their letter reached you.

In regard to the hint from the rebel general concerning the United States officers, I can only say that Charleston is a fortified place, where arms of all kinds are collected; where ironclads are being built in full view; where torpedoes and other base means of unrecognized warfare are made and whence they issue.

Hitherto the rebels have never sent prisoners from other parts to be confined in Charleston; they have not even retained those who were captured here, but have sent them away.

It is an unusual proceeding therefore to bring these prisoners here now, and can have only one purpose, to prevent us from firing at the city.

It is absurd to convey the idea that these prisoners are thus put on no worse terms than their women and children; these can leave the city if they choose to do so, whereas these prisoners can not leave and are thus to be exposed to the peril of their lives for no other object than to deprive us of a right of war; for Charleston is not only a place of arms, but is the site of powerful batteries, and forms part in the system of defense of the harbor.

Shall you not fire at their batteries? If our ironclads ever confront them, shall they not fire at them?

Wherefore, the confinement of our comrades of any rank, under the fire of our own cannon when such is not only needless but unusual, can only be viewed as another of those violations of civilized warfare which have so often disgraced even rebellion, and deserve the execration of all mankind.

Rebeldom may furnish precedent for this, but it is shocking to every sense of humanity, and will no doubt meet the retribution it merits.

It is said that the authorities of Charleston have been guilty of disinterring the remains of one of my officers, mortally wounded at Sumter, and removing them to a potter's field, the precedent for which horrible villainy they no doubt find in the proceedings of their leaders at Richmond.

I doubt not their full inclination to pursue this or any other infamous course to attain their ends, but I do not believe that they dare do it. The whole world would cry out against the cowardly brutes who would expose unfortunate and defenseless prisoners to death from the cannon of their own friends.

I am also of the opinion that General Jones and General Ripley will be fully entitled to be hanged, if they are taken, for being guilty of the intent and threat to murder.

It is most probable that your fire has inflicted greater injury lately than hitherto upon some of their military operations.

We should not be bragged nor bullied out of any success in crushing the rebellion.

Please not to trouble yourself to return the deserters to whom you refer.

You will oblige me by forwarding the enclosed note from Mrs. Meade to her son, Lieutenant Meade, of this squadron, now a prisoner at Richland Jail, Columbia.

I am, general, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Brigadier-General A. SCHIMMELFENNIG,

Commanding Northern District.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Colvocoresses, U. S. Navy, commanding U. S. ship Saratoga, to proceed to blockade Doboy Sound, Georgia.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, June 18, 1864.

SIR: Proceed to Doboy with the *Saratoga* under your command and relieve the U. S. bark *Midnight*, Acting Volunteer Lieutenant Roath, commanding, who will report to you such information as may be useful to you in the performance of your duty while on that station.

You will anchor inside the bar, and will be careful to have picket boats, outriggers, etc.

You will receive a pilot from the *Midnight* for Doboy.

If you find any reason for doubting the advantage of anchoring inside the bar, you will inform me thereof, and remain outside until further orders.

You are enjoined to pay the strictest attention to security against torpedoes or assault by boarders.

The boarding nettings should always be in place before dark, torpedo fenders out, and picket boats rowing guard through the night.

The guns are always to be cast loose at evening quarters, and every other one loaded with grape, the others with shell, muskets stacked on deck, loaded with buckshot, and pikes at hand, and the watch armed with bowie knives.

You will also keep yourself in communication with the stations contiguous to you by boat.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Commander G. M. COLVOCORESSES,
Commanding U. S. Ship Saratoga.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Crosman, U. S. Navy, to assume temporary command of the U. S. S. Nipsic.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, June 18, 1864.

SIR: On receipt of this you will report to me for temporary command of the *Nipsic*.

You will come here in the tug which returns to-morrow.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander A. F. CROSMAN,
Commanding U. S. S. Wissahickon.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Johnson, U. S. Navy, to assume command of the U. S. S. Lehigh.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, June 18, 1864.

SIR: You are hereby relieved of the command of the U. S. S. *Nipsic*, and upon receipt of this you will assume command of the U. S. ironclad *Lehigh*.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander A. W. JOHNSON,
Commanding U. S. S. Nipsic.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report of a survey upon the torpedo netting of the U. S. S. Passaic.

No. 270.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, June 18, 1864.

SIR: It may be of interest to the Department to know the efficacy of the different methods adopted to ensure the safety of the ironclads against the attacks of torpedoes.

From the enclosed survey the Department will perceive that the wire netting of the *Passaic*, constructed at the suggestion of Captain Simpson while in command of that vessel, is now so badly damaged as to be utterly inefficacious, while that used by the other vessels, consisting simply of a rope netting, depending from outriggers to the depth of 6 feet, is still in perfect repair.

I always had doubts regarding the efficacy of the wire fender, on account of its not projecting far enough from the vessel.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. IRONCLAD PASSAIC,
Charleston Roads, June 18, 1864.

SIR: In obedience to your order of this date we have held a strict and careful survey upon the torpedo netting of the U. S. S. *Passaic*, and respectfully report:

We find the iron netting has rusted and the greater part lost; two wires only were found in their places on the port side, and three on the starboard; the brackets confining them to their places were found much bent, evidently caused by the action of the sea in the recent heavy weather.

In our opinion the hemp torpedo netting is far preferable to the wire, and we recommend that the hemp be substituted.

Very respectfully, your obedient servants,

G. H. COOPER,
Commander.

THOS. SCOTT FILLEBROWN,
MOREAU FORREST,
Lieutenant-Commanders.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the urgent necessity of cleaning the bottoms of the monitors.

No. 271.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, June 18, 1864.

SIR: The oysters and other excrescences have so collected on the bottoms of the monitors as to render their removal indispensable.

The speed of all is said to be reduced to 3 or 3½ knots, and the *Passaic* can do little more than stem the tide.

The *Nahant* is now in the hands of the divers, and her bottom is covered with a thick growth of well-sized oysters, besides long grass, etc.

I send you one of them taken from a number sent to me.

The *Nahant's* bottom was thoroughly cleansed in November last, so that a growth sufficient to reduce speed one-half may be assumed to collect in six months.

The importance of avoiding this impediment is obvious, for its effect on the speed would render it unadvisable to attempt passing heavy batteries.

As authorized by the Department, I now employ a set of divers at $2,000 per month, but the force is too small to prosecute such work steadily, as it should be done.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, *June 19, 1864.*

Send *James Adger* to report to Rear-Admiral Dahlgren off Charleston, S. C., as soon as ready.

GIDEON WELLES,
Secretary of the Navy.

Commodore C. K. STRIBLING,
Commandant Naval Station, Philadelphia, Pa.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting clipping from the Charleston Mercury regarding measures employed by the Confederates to avert the threatened bombardment.

No. 272.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, June 19, 1864.

SIR: I enclose a Charleston Mercury of the 14th, brought to me by a person who represents himself as an escaped prisoner.

The Department will perceive by the article, which I have marked, that the threat conveyed by the rebel commander here to General Schimmelfennig has been put in course of execution.

It is incredible that anyone calling himself a man should resort to the infamous act of thus exposing the lives of his captives, unable to defend themselves, or to leave this doomed city, in order to shield themselves. Such a barbarous policy will not serve to lessen the indignation of our soldiers, or their preference for death in battle rather than by such atrocious measures.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure—Editorial from the Charleston Triweekly Mercury, Tuesday, June 14, 1864.]

For some time it has been known that a batch of Yankee prisoners, comprising the highest in rank now in our hands, were soon to be brought hither to share the pleasures of the bombardment. They accordingly arrived here on Sunday. We give a list of their names and rank:

Brigadier-General Seymour, Brigadier-General Wessells, Brigadier-General Scammon, Brigadier-General Shaler, Brigadier-General Heckman, Colonel I. G. Grover, Colonel I. R. Hawkins, Colonel W. Harriman, Colonel T. F. Lehmann, Colonel O. H. La Grange, Colonel H. C. Lee, Colonel R. White, Colonel H. C. Bolinger, Colonel H. L. Brown, Colonel E. L. Dana, Colonel E. Fardella, Lieutenant-Colonel E. L. Hayes, Lieutenant-Colonel H. B. Hunter, Lieutenant-Colonel T. H. Higinbotham, Lieutenant-Colonel G. C. Joslin, Lieutenant-Colonel W. E. McMackin, Lieutenant-Colonel D. Miles, Lieutenant-Colonel W. C. Maxwell, Lieutenant-Colonel J. D. Mayhew, Lieutenant-Colonel S. Moffitt, Lieutenant-Colonel E. Olcott, Lieutenant-Colonel J. J. Polsley, Lieutenant-Colonel A. F. Rodgers, Lieutenant-Colonel J. H. Burnham, Lieutenant-Colonel C. B. Baldwin, Lieutenant-Colonel W. G. Bartholomew, Lieutenant-Colonel W. R. Cook, Lieutenant-Colonel C. J. Dickerson, Lieutenant-Colonel J. F. Fellows, Lieutenant-Colonel G. A. Frambes, Lieutenant-Colonel W. H. Glenn, Lieutenant-Colonel J. P. Spofford, Lieutenant-Colonel J. W. Stewart, Lieutenant-Colonel F. W. Swift, Lieutenant-Colonel A. W. Taylor, Lieutenant-Colonel W. P. Lasselle, Major C. H. Beeres, Major W. F. Baker, Major E. N. Bates, Major J. E. Clark, Major D. A. Carpenter, Major W. Crandall, Major H. D. Grant, Major J. Hall, Major J. H. Johnson.

These prisoners, we understand, will be furnished with comfortable quarters in that portion of the city most exposed to the enemy's fire. The commanding officer on Morris Island will be duly notified of the fact of their presence in the shelled district, and if his batteries still continue their wanton and barbarous work, it will be at the peril of the captive officers.

Report of Commander Balch, U. S. Navy, commanding U. S. S. Pawnee, of arrival at Port Royal, S. C., en route from St. John's River, Florida, to Charleston, S. C.

U. S. S. PAWNEE,
Port Royal, S. C., June 19, 1864.

ADMIRAL: I have the honor to report the arrival of the *Pawnee* this afternoon from the St. John's. She passed the bar in safety, piloted by Captain Boutelle, and I take this occasion to acknowledge the important services rendered to this ship by Captain Boutelle since I have been in command, and also to bring these services to the favorable notice of the admiral commanding South Atlantic Blockading Squadron.

I shall proceed to coal without delay, take in four guns (IX-inch guns) from the *Wabash*, and shall be off Charleston the earliest possible moment.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander, U. S. Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Stillwell, U. S. Navy, commanding U. S. S. Unadilla, to proceed to Philadelphia for repairs to that vessel.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, June 19, 1864.

SIR: You will proceed to Philadelphia with the *Unadilla* under your command, taking in tow the U. S. tug *Rescue*, which vessel you will see safely inside the capes of the Chesapeake, with instructions to proceed to Baltimore.

On your arrival at Philadelphia you will report to Commodore C. K. Stribling, commandant of the navy yard at that station, for such repairs as are needed upon your vessel, and transfer the two United States soldiers now in your charge to the military authorities there.

Having done which you will report to the honorable Secretary of the Navy by letter, forwarding to him a copy of these orders.

Very respectfully, your obedient servant,

J. A. DAHLGEN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Lieutenant-Commander JAMES STILLWELL,
Commanding U. S. S. Unadilla.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the urgent need of speedy reinforcement on the blockade.

No. 275.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, June 20, 1864.

SIR: I have just received the communication from the Department informing me that the rebels are building a ram in the Savannah River,

in order to commit a raid on Beaufort and other places, while the *Florida*, *Georgia*, and *Hoogley* are to cover the issue of a very large amount of cotton from Darien, [Ga.]

I have not been unmindful of the possibility that some of the large rebel vessels would learn the very ill condition of the blockade south of Port Royal, and make a dash at some of the vessels.

I intended, therefore, to cause the *Canandaigua* and others of some force to pass down that way occasionally, so as to disappoint these calculations, but the force under my command is now so reduced that this would leave the blockade of little value off Charleston. It has already been violated by the unavoidable absence of the *Nipsic* for coal, to supply the squadron; of the *Canandaigua* for repairs, and of the *Winona* to take the place of the *Water Witch*.

The *Ironsides* has gone, and I have now eight monitors, which would be ample, say five off Charleston, one at Wassaw to watch the rams, one to look for the new ram in the Savannah River, and one for relief.

But the boilers of the monitors are now beginning to show the effect of hard service; two are under repair at Port Royal, and one, though not entirely ready, has to come up to relieve the *Passaic*, which is hardly able to move, from very foul tubes and bottom, besides her wire netting, devised by Lieutenant-Commander Simpson, has ripped off and she is for the time defenseless against torpedoes.

Another monitor is, therefore, indispensable in order to relieve those on service, and prevent them becoming disabled in turn.

The two vessels just sent are, indeed, of little use. What could the *Saratoga* do against a steam ram or a small steamer like the *Azalea*, which has not the convenience of a tug nor any ordinary power?

If the Department will please to look at the vessels stationed south of Ossabaw it will perceive that they would be entirely incapable of resistance to regular war steamers of any size, such as the large rebel vessels.

I can assemble vessels here which will effectually drive them off, but that will leave open several important ports, which has already been unavoidable. In addition to the steamers now absent from this squadron and reported, the *Wissahickon* is just stated to be disabled, and in need of new tubes.

I am apprehensive of some grave disaster unless speedy reinforcements are sent, of vessels and men.

The supply of coal, too, must be kept at a sufficient standard.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Instructions from Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, senior officer off Charleston, in view of the temporary withdrawal of the former from blockade.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, June 21, 1864.

SIR: My personal attention being required to the southward, I leave you here in command of the forces inside and outside the bar.

Inside are the monitors *Sangamon*, *Catskill*, *Nantucket*, *Lehigh*, and *Passaic*, with four tugs, *Camelia*, *Iris*, *Dandelion*, and *Daffodil*, also the various store vessels, with supplies of ammunition, provisions, and coal.

The utmost vigilance is to be observed in noting all the movements or intentions of the enemy.

The various orders relating to the monitors are to be strictly carried out, for on them depends everything. No effort is to be spared in defending them from the torpedo boats by means of their netting, picket tugs, boats, and any other means that your vigilance may suggest. The usual routine of duty will be observed in regard to them.

Outside will be the *Canandaigua*, *Azalea*, *Flag*, *Sanford*, *Acacia*, and *Sweet Brier*. I am informed by the Navy Department that the rebels contemplate a move on the blockade with the *Florida* and other heavy cruisers. When, therefore, the night is over, you will cause the *Canandaigua*, *Flag*, and *Sanford* to spread themselves to the southward, so as to come easily within signal distance, and stretch off seaward, scrutinizing all vessels that appear, and chasing if suspicious. General Schimmelfennig tells me that he apprehends an intention by the rebels to come down the Stono with a gunboat which they have and to pass out on a vessel.

I have advised him that the surest prevention is a barricade of railroad iron, encased in heavy timber, so as to float.

At the same time the vessel that is nearest Stono should close in occasionally that way, so as to notice any unusual occurrences, and so with the other vessels in regard to St. Helena and Edisto.

I shall be compelled to draw off the *Sonoma* from Stono, in order to cruise to the southward and guard the blockade south of Port Royal. The *Nipsic* must also be employed in this way for a while.

I regret this necessity, but have no alternative, for the force of the squadron is now fifteen steamers short of its usual complement.

You will remain inside the bar, unless circumstances should render it advisable for you to cross it.

If a rebel cruiser should be discovered, she is to be chased by two or three of the best of the outside vessels and destroyed. You will keep me advised constantly of the state of affairs here.

Communicate with the *Winona* at Georgetown, and let her commander use his best exertions to maintain the blockade at that place, and yet not be taken unawares by the rebels. If they appear in such force that the *Winona* can not contend with them, she must repair to you without delay.

You are at liberty to modify these details, if required.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain JOSEPH F. GREEN,
Comdg. U. S. S. Canandaigua, Senior Officer,
Outer Blockade, off Charleston.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Gamble, U. S. Navy, in view of the contemplated operations of Confederate cruisers.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, June 21, 1864.

SIR: I am informed by the Navy Department that the rebels contemplate operating with their heavy cruisers, the *Alabama*, *Florida*, *Georgia*, and *Hoogley* on the weak points of the blockade.

You will therefore proceed with the *Sonoma* to the southward, and cruise under easy steam along the coast from Sapelo toward Doboy.

The *Nipsic* will occupy from Sapelo toward St. Simon's.

You will take such a position as to be sure to see as far seaward as possible, without allowing sight to be lost of any cruisers that may pass between the *Sonoma* and the shore.

You will overhaul all suspicious vessels, and if there is a prospect that any one of them be a rebel vessel, you will do your best to capture or destroy her, taking care to give notice to the *Nipsic* and all the nearer vessels that can assist in the capture of the enemy, such as the *Paul Jones*, at Ossabaw, *Lodona* and *Saratoga*, at Sapelo and Doboy. Once in sight, never leave them, but follow so long as you possibly can.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander WM. M. GAMBLE,
Commanding U. S. S. Sonoma.

[Orders of same date and like tenor to Lieutenant-Commander Crosman, U. S. Navy, commanding U. S. S. *Nipsic*.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Schimmelfennig, U. S. Army, regarding the necessary withdrawal of the U. S. S. Sonoma from Stono Inlet, South Carolina.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, June 21, 1864.

SIR: I regret to withdraw the *Sonoma* from Stono, but have no alternative in the present very reduced state of my force, which is by various casualties thirteen or fourteen steamers below its complement; and the Navy Department informs me that the rebels contemplate some dash at the blockade with four of their heavy cruisers.

This obliges me to collect some of the best steamers to defeat the attempt. I see no difficulty in blocking the Stono against any effort that they can make, as you apprehend, to pass down a gunboat.

Draw across the stream an obstruction of railroad iron bars, linked, and enclosed in a number of heavy logs, so as to float.

The bars will be found on Morris Island, and timber can be felled.

Place a battery of not less than 8-inch guns so as to command the obstruction.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Brigadier-General A. SCHIMMELFENNIG, U. S. Army,
Commanding Northern District, Headquarters Folly Island.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the arrival of the U. S. steamers Azalea and Flambeau, for service on the blockade.

No. 278.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 22, 1864.

SIR: I have to inform the Department that the U. S. steam tug *Azalea*, Acting Master Strong, arrived off Charleston Bar on June 17, and was assigned duty on that station.

I have also to announce the arrival of the *Flambeau*, Acting Volunteer Lieutenant Cavendy, which vessel I have assigned to blockade duty at Georgetown.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Corbin, U. S. Navy, commanding U. S. S. Augusta, to proceed to Fortress Monroe, bearing dispatches.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, June 23, 1864.

SIR: You will proceed forthwith with the *Augusta* under your command to Fortress Monroe, and leave dispatches herewith sent to the Navy Department. Having done so, you will proceed to the station assigned to you by the previous order of the Navy Department.

Very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander THOS. G. CORBIN,
Commanding U. S. S. Augusta.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Stone, U. S. Navy, in view of information received from a deserter of a proposed attack upon the U. S. S. Paul Jones.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 24, 1864.

SIR: I have just examined a deserter from near Savannah, who saw the officers and crew of the *Water Witch* after her capture. According to his statement, an attack by boarding is meditated on the *Paul Jones*, and two small steamers are to be used.

In order to enable you to guard against this effort I send you 30 marines and 15 men, with two howitzers, which, with your present force of men and guns, will enable you to defeat this intention.

You will abstain from sending any men or boats from the *Paul Jones* at night, except in the picket boat or boats to guard the vessel against surprise. The *Geranium* is just outside of Ossabaw, and you can keep her with you, if you choose, to assist in repelling the rebels.

If they make the attempt, I hope you will so punish them with grape and canister as to deter them from like undertakings.

As other measures are pending at this time, it might be advisable to withdraw the *Paul Jones* outside, so as not to excite alarm, and for that reason I should prefer it.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander E. E. STONE,
Commanding U. S. S. Paul Jones.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Balch, U. S. Navy, commanding U. S. S. Pawnee, to proceed southward to blockade the quarter menaced by the Confederate cruisers.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 25, 1864.

SIR: You will proceed with the *Pawnee* to the southward, in order to aid in the blockade generally at that quarter, which the Navy Department informs me is menaced by the cruisers of rebels.

Your attention is first called to the Ossabaw, where now is the *Paul Jones*. Last night I learned from a deserter that a plan was afoot to board the *Paul Jones* with two steamers and some boats, and I dispatched to that vessel last night 30 marines and 15 seamen in order that she might be fully manned for such an attempt.

At this time I desire to avoid any unusual exhibition of force to the south of Port Royal, and for that reason would rather withdraw the *Paul Jones* to the outside than increase the number of vessels to maintain a position inside.

Captain Stone will explain to you the state of affairs there, which will enable you to judge how my views can best be carried out.

The *Sonoma* and *Nipsic* are to cruise outside, the former is unfortunately detained by some disability of her steam.

If you draw the *Paul Jones* to the outside, the *Pawnee* may then give attention to the outer cruisers, and aid them if necessary, taking care to avoid exposing her to strain in heavy sea.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander G. B. BALCH,
Commanding U. S. S. Pawnee.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting information regarding the capture of the sloop Sarah Mary, of Nassau, New Providence, June 26, 1864.

No. 335.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, July 17, 1864.

SIR: I herewith enclose a report of Acting Ensign George W. Wood, commanding U. S. schooner *Norfolk Packet*, giving an account of the

capture of the prize sloop *Sarah Mary*, of Nassau, New Providence, on the night of the 26th June ultimo; also a complete list of the officers and men on board of his vessel entitled to share.

The sloop with her cargo (consisting of 9 bales of cotton) was sent to this station, the vessel has since sunk in Horse Island Creek. Being old and unseaworthy, I have ordered a survey upon her.

The cargo will be sent to Philadelphia for adjudication in the supply steamer *Massachusetts*.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. SCHOONER NORFOLK PACKET,
Off Mosquito Inlet, Florida, June 27, 1864.

SIR: I have the honor to make a report to you about the *Sarah Mary*, of Nassau, New Providence, captured by me off Mosquito Inlet, Florida.

Last night a small vessel was discovered coming out of the inlet. On boarding her, she proved to be the above-named sloop, commanded by Captain D. C. Cruise. She was laden with 9 bales of cotton from Sand Point. The *Sarah Mary* arrived here in the beginning of April, from Nassau. She has on board one passenger, Mr. M. J. Buckner, of Savannah, Ga.; he has run the blockade several times before.

I have the honor to sign myself, very respectfully, your most obedient servant,

GEORGE WM. WOOD,
Acting Ensign, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of a board of survey on the sloop Sarah Mary, captured June 26, 1864.

U. S. S. IRONCLAD PASSAIC,
Port Royal, S. C., July 22, 1864.

SIR: In obedience to your order of the 18th instant, we have held a strict and careful survey upon the prize sloop *Sarah Mary*. She is at present on the beach near the mouth of Horse Island Creek, and at high tide full of water, caused by some of her bends having started.

She is about 15 tons burden, of yellow pine, and well made; has a full set of sails, and could, with small repairs, be made seaworthy. We value her at $350.

Very respectfully, your obedient servant,

HENRY L. JOHNSON, U. S. Navy.
C. C. CHILDS,
Acting Master.
C. W. BABBITT,
Carpenter.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Commander Balch, U. S. Navy, commanding U. S. S. Pawnee, of arrival at Ossabaw, Ga.

U. S. STEAM SLOOP PAWNEE,
Ossabaw, Ga., June 26, 1864.

ADMIRAL: I have the honor to report the arrival of the *Pawnee* in the Ossabaw this morning. I found all quiet in this vicinity, and respectfully report that I have had from Captain Stone, of the *Paul Jones*, a very accurate statement of affairs in this locality. He has evinced most excellent judgment in the choice of position for his vessel, and I do not hesitate to concur with him in the opinion that he can resist any attack likely to be made by the enemy. For this reason, and for the more particular observance of your orders of the 25th instant, I have determined to proceed to the southward with the *Pawnee*, leaving the *Paul Jones* at this anchorage. And in compliance with your verbal order of yesterday, I dispatch the *Geranium* to you, as also Lieutenant M. L. Johnson, of your staff.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander, U. S. Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding measures employed for strengthening, as far as possible, the weakened blockade.

No. 292.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, June 27, 1864.

SIR: The tug *Gladiolus* arrived here on the 25th instant and was immediately sent to Charleston to replace the *Camelia*, broken down in some part of the engine.

On receiving the communication of the Department of the 9th instant, I came here to confer with General Foster upon the measures that might be taken for a joint operation, and in order to guard the weak blockade at intermediate points, I placed the *Sonoma* and *Nipsic* to the south of Port Royal as outside cruisers, stationed the *Saratoga* at Doboy, and directed that the cruisers off Charleston should extend themselves in open order, so as to keep an eye on the entrance to Stono, Edisto, and St. Helena.

I have advised the general to plant a heavy battery to command the passage to this quarter by Calibogue, and have drawn the *Dai Ching* from St. Helena, in Calibogue, to dispute the entrance.

The whole force is, however, still more attenuated in order to make these dispositions.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of tne Navy.

Order of the Secretary of the Navy to the commandant of the navy yard, Philadelphia, to send the U. S. schooner Sarah Bruen to Port Royal, S. C.

NAVY DEPARTMENT, *June 27, 1864.*

SIR: Order the U. S. schooner *Sarah Bruen*, when ready, to proceed to Port Royal, S. C., and report to Rear-Admiral John A. Dahlgren or the senior commanding officer present. Forward by her any articles which may be waiting transportation to the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Magune, U. S. Navy, commanding U. S. S. Mohawk, to proceed to Philadelphia for repairs.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, June 27, 1864.

SIR: You will proceed with the *Mohawk* under your command to Philadelphia and on your arrival at that port you will report to Commodore C. K. Stribling, commandant of that station, and also to the honorable Secretary of the Navy, enclosing copy of these orders.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Master J. W. MAGUNE,
Commanding U. S. S. Mohawk.

Order of the Secretary of the Navy to Acting Master Owens, U. S. Navy, commanding the U. S. S. Laburnum.

NAVY DEPARTMENT, *June 27, 1864.*

SIR: As soon as the U. S. S. *Laburnum* is ready for sea proceed with her off Charleston, S. C., and report to Rear-Admiral John A. Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master A. A. OWENS, U. S. Navy,
Appointed to Command U. S. S. Laburnum, Philadelphia.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report regarding the capture of the sloop Julia, off Sapelo Sound, Georgia, June 27, 1864.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 29, 1864.

SIR: I herewith enclose copy of Lieutenant-Commander Crosman's report of the capture of the prize sloop *Julia* by the U. S. S. *Nipsic*, on the morning of the 27th June, off Sapelo Sound.

The cargo, consisting of 90 bags of salt, I propose sending to Philadelphia in the *Massachusetts* on her next trip.

I have ordered a survey and appraisement on the sloop in the event of her being unfit to make the passage north.

All the papers found on board have been forwarded to the judge of the U. S. district court at Philadelphia.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. S. NIPSIC,
At Sea, June 27, 1864.

SIR: I have captured the British sloop *Julia*, from Green Turtle Cay, Abaco, ostensibly bound to Port Royal.

She was discovered at about 5:20 p. m. to-day, latitude 31° N., longitude 80° 52′ W., or thereabouts, off Sapelo Sound, standing on the starboard tack to the southward and eastward with the wind fresh at S. by E. At that time the whole of his jib was set, and but part of his mainsail, as if to avoid discovery by showing so little canvas. After I had chased him for a few minutes, he made sail, tacked, and stood in my direction.

In reply to my question as to his steering about S. E. by E., with the wind south, to go to Port Royal, when his course was N. by E., he said he was repairing his mainsail, which could not in the least have operated to change his course with the wind aft.

I send the papers found on board, and the entire ship's company, consisting of the captain, mate, and cook.

I am, respectfully, your obedient servant,

A. F. CROSMAN,
Lieutenant-Commander, U. S. Navy.

Hon. JUDGE U. S. DISTRICT COURT,
Port Royal, S. C.

Report of board of survey regarding the prize sloop Julia, captured June 27, 1864.

U. S. S. PASSAIC,
Port Royal, S. C., July 18, 1864.

SIR: In obedience to your order of the 14th instant we have held a strict and careful survey upon the prize sloop *Julia*, and respectfully report:

The *Julia* is about 15 tons burden, framed of baywood, iron-fastened, and planked with yellow pine. She does not appear to be worm-eaten. Her bottom is thickly covered with barnacles. Rudder pintles much worn. Has one mast, yellow pine, with one pair of shrouds and forestay, all much worn and unfit for heavy weather. Has two cotton canvas sails, much worn and rotten in many places. Has one anchor, weight unknown, and about 30 fathoms of one-half-inch chain, a clock, one old compass, and one pair of oars. The running rigging all worn out.

We are of opinion that, in her present condition, it would not be safe to send her north, but she can be made serviceable in the waters in this vicinity with slight repairs. We estimate her value at $350.

Very respectfully, your obedient servants,

THOS. SCOTT FILLEBROWN,
Lieutenant-Commander.

HENRY L. JOHNSON,
Lieutenant, U. S. Navy.

C. W. BABBITT,
Carpenter.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Patterson, U. S. Navy, commanding U. S. S. James Adger, to proceed to blockade duty off Georgetown, S. C.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 28, 1864.

SIR: You will proceed with the vessel under your command to Georgetown, S. C., for blockade duty off that port.

You will receive such information from Acting Master Charles W. Lee, commanding U. S. S. *Wamsutta*, now off Georgetown, as will be valuable to you in the performance of blockade duty there.

You will also receive the pilot of the *Wamsutta*. He is considered a good and reliable pilot for the inland waters about Georgetown.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander THOMAS H. PATTERSON,
Commanding U. S. S. James Adger.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding various matters pertaining to his command.

No. 300.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 29, 1864.

SIR: The Department's letter of the 9th instant, enclosing extract from a letter of J. H. Hardin, now prisoner of war and lately captain Seventh Battalion Marine Engineers, rebel service, was duly received.

Its importance was rather lessened by the fact that it had been written five or six weeks since (April 30).

Still, I at once set about such measures as seemed to be called for.

The blockade of the ports of Georgia being very weak, I placed the *Pawnee*, *Sonoma*, and *Nipsic* on outside blockade, as cruisers, to baffle any attempt of the rebel heavy cruisers, whilst the outside vessels off Charleston were directed to spread to the southward in the daytime.

I also repaired to this place in order to confer with General Foster, and further steps are in preparation which will be duly reported.

The *James Adger* arrived yesterday; the *New Hampshire* anchored off the bar toward night, and to-day was towed in and moored.

I would request that commanding officers be sent here for the *Montauk* and the *Sonoma*.

The unexpected survey and condemnation of three commanding officers * * * have embarrassed me.

I have forwarded a requisition for a quantity of the wire rope and netting to repel boarders, which the Department mentions as in use; there is nothing of the kind here.

I would request the publication of a rigid order from the Department drawing the attention of naval vessels (and others) to the necessity of not passing the health vessel anchored outside the harbor before being visited by the health officer.

I enclose copies of two orders on the subject.

On his arrival Commodore Thatcher reported that several cases of variola had occurred among the black part of the crew coming from Baltimore; this has not been unfrequent here; the last cases had just disappeared, and the vessel used for their reception (*Mohawk*) cleaned out and sent home.

The *Valparaiso* will be placed in a distant part of the harbor, apart from the squadron, and the variola patients placed on board. I see no cause to apprehend an extension of the disease, but if such should take place, the sick will be promptly separated and transferred to the hospital ship. It is a little awkward just now, as it may delay the distribution of the *New Hampshire's* crew for some days.

This evening the transport *Mary Boardman* arrived here with the fifty rebel generals and officers sent as hostages for the safety and proper treatment of our officers who are held in captivity at Charleston, and I am requested to allow her to be anchored under the guns of one of our vessels for the present, which was done.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

[SANITARY ORDER No. 44.]

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 23, 1864.

All vessels belonging to this squadron, or connected with it or its business, will, before entering this port, heave to near the health vessel (yellow flag at the fore) and be visited by the naval medical officer stationed there.

If permission is given to pass, the vessel will enter and report as usual.

If permission is not given, the vessel will anchor at the place designated for quarantine, and will hoist the yellow flag at the fore.

All officers and others are forbidden to communicate with vessels in quarantine, except by permission of the commanding officer of the depot under restrictions laid down.

Officers are enjoined to a strict compliance with this order, and any violation of it will be considered as a serious offense.

The naval medical officer on board the health vessel will, in each case, communicate by signal whether the vessel passing in is quarantined or not.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

[SANITARY ORDER NO. 46.]

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 28, 1864.

Instances have come to my knowledge where the holds of vessels have not been in such good condition as they should be.

Commanding officers and others are reminded that the season is approaching when the disease of the climate may be expected to occur.

The yellow fever is reported to have shown itself at Key West in a malignant form.

If it shows itself here the consequences might prove most disastrous to operations, and must affect most unpleasantly all communications with the North.

Commanding officers are therefore enjoined to use their utmost vigilance in cleansing the holds of their vessels and all remote recesses where filth may accumulate.

Whenever an odor of unpleasant character is manifested, it may be assumed with certainty that it proceeds from some decomposing matter which may cause or aggravate infection, and it must be removed.

The sanitary condition of the vessel is peculiarly the province of the medical officer, and it is his duty to look around the vessel daily and report to the captain whatever may impair the health of the vessel or tend to such a result, with a recommendation of suitable preventives.

Disinfectants, such as chloride of lime and zinc and nitrate of lead, are to be used freely, and will be supplied on requisition.

Whenever any cases occur that may be likely to terminate in yellow fever, the yellow flag is to be hoisted at the fore without further orders.

Vessels wearing the yellow flag are strictly in quarantine, whether at sea or in port, and all intercourse with them, save by signal, is forbidden, except under the restrictions prescribed by the medical faculty of the squadron and ordered by myself.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

[SANITARY ORDER NO. 47.]

Health regulations for the harbor of Port Royal.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 28, 1864.

It will be the duty of the health officer stationed on the guard ship off the harbor of Port Royal to board every vessel inward bound and ascertain the sanitary condition of the officers and crew of such vessel, or any passengers which she may carry, and the condition of the vessel itself.

I. If there shall be on board any case of smallpox, yellow fever, typhus fever, or Asiatic cholera, or any other contagious or infectious disease, the vessel shall be quarantined until the disappearance of the disease and thirty days thereafter; and in case of yellow fever she shall not enter the port until after the autumn frosts.

II. If there shall be no such case on board at the time, but there shall have been contagious disease on the vessel within the previous thirty days, she shall be quarantined fifteen days.

III. If the vessel shall be coming from any port where yellow fever was prevailing at the time of her clearing, or if she shall be coming from any port in the West Indies, she shall be quarantined ten days.

IV. No communications will be allowed with the vessel until she has been examined by the health officer, and no person will be permitted to leave her.

V. The quarantine ground shall be located in Tybee Roads, or roadstead at the "Old Savannah quarantine," the exact place of an anchorage being designated by a white buoy and flag.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Matthews, U. S. Navy, commanding U. S. S. Sonoma, to blockade between Sapelo and Doboy sounds, Georgia.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 29, 1864.

SIR: You will proceed to sea, with the *Sonoma* under your command, and cruise off Sapelo and to the south of that station as far as Doboy.

You will communicate with Commander Balch, of the *Pawnee*, and show him these orders, consult with him in regard to keeping up communication with, and in supporting distance of, the other vessels on blockade duty to the south of Savannah River.

You will take such a position as to be sure to see as far seaward as possible, without allowing sight to be lost of any cruisers that may pass between the *Sonoma* and the shore.

You will overhaul all suspicious vessels, and if there is a prospect that any one of them be a rebel vessel, you will do your best to capture or destroy her, taking care to give notice to the *Nipsic* and all the nearer vessels that can assist in the capture of the enemy, such as the *Paul Jones*, at Ossabaw, *Lodona* and *Saratoga* at Sapelo and Doboy. Once in sight, never leave them, but follow so long as you possibly can.

You will return to this port for a supply of coal when you need it.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander E. ORVILLE MATTHEWS,
Commanding U. S. S. Sonoma.

Instructions from Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Stone, U. S. Navy, regarding matters pertaining to the blockade.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 27, 1864.

SIR: Yours of the 23d* and 25th,* by the *Oleander*, and of the 26th,* by the *Geranium*, have been received.

With reference simply to the purposes of blockade, and to your position being entirely defensive, my own judgment would incline to an outside station for the present, because you would thereby accomplish all the principal objects in view without risk or bearing too much on the energies of the men.

My inclinations, like your own, are not to be driven from any purpose whatever by a traitorous enemy.

As you seem so desirous of retaining the inner position, and I really think that with the ample supply of men sent you, together with the *Geranium*, that you ought to be able to remain safely, provided the utmost vigilance is exerted, I will make no further objection; at the same time it may be a relief occasionally to all hands if you steam out for a night or two at intervals.

I send you half a dozen torpedoes, and the fifteen men from the *Para* will be transferred to the *Paul Jones*, relieving five of the *Paul Jones's* men, as it is preferable to keep the former together, as they are seamen from the Army and can be used as infantry.

When a watch comes on deck, let the men be inspected, and each man draw or show his bowie knife; remember that the play of this weapon is to thrust.

Take no further measures to land, but if you can get the depth of water up the Vernon and into the Burnside without being perceived by the rebels, I should like it.

Collect guides and pilots quickly.

Our men must learn to take rations with them, and to lurk in the swamps and bushes if they would make good scouts.

The sketch you send of the Beaulieu battery is very acceptable, and is a sample of the kind of service which I allude to.

Try and keep up a communication with the *Patapsco* by pickets at Wassaw Island.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander E. E. STONE,
Commanding U. S. S. Paul Jones.

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*Not found.

Distribution of vessels of the South Atlantic Blockading Squadron, July 1, 1864.

Name.	Station.	Remarks.
*Williams	Murrell's Inlet	
James Adger	Georgetown	
	Cape Romain	
*Hope	Bull's Bay	
Canandaigua	Charleston	Outside the bar.
Winona	do	Do.
Flag	do	Do.
Acacia	do	Do.
Azalea	do	Do.
Sweet Brier	do	Do.
*Blunt	do	Do.
Sangamon	do	Inside the bar.
Catskill	do	Do.
Nantucket	do	Do.
Nahant	do	Do.
*Supply	do	Do.
*Adams	do	Do.
Gladiolus	do	Do.
Dandelion	do	Do.
Jonquil	do	Do.
Iris	do	Do.
Lehigh	Stono	
Montauk	do	
Pawnee	do	
McDonough	do	
*Racer	do	
Philadelphia	do	
Geranium	do	
Oleander	do	
Daffodil	do	
Memphis	North Edisto	
Wamsutta	do	
*Midnight	St. Helena	
*Wild Cat	do	
Wabash	Port Royal	
*New Hampshire	do	
Dai Ching	do	
*Vermont	do	
Home	do	
Larkspur	do	
Carnation	do	
Clover	do	
South Carolina	Tybee Island	
Patapsco	Wassaw Sound	
Cimarron	do	
Paul Jones	Ossabaw	
*Fernandina	St. Catherine's	
Lodona	Sapelo	
*Saratoga	Doboy	
*Smith	do	
Flambeau	St. Simon's	
*Braziliera	St. Andrew's	
*Perry	Fernandina	
Mahaska	St. John's	
Ottawa	do	
Hale	do	
*Mangham	Mosquito [Inlet]	
Passaic	Port Royal	Repairing.
Wissahickon	do	Do.
Stettin	do	Do.
Sanford	do	Do.
Norwich	do	Do.
*Allen	do	Do.
Camelia	do	Do.
Pettit	do	Do.
Chatham	do	Do.
*Valparaiso	do	Hospital ship.
*Houghton	do	Guard ship.
*Norfolk Packet		Ordered to Stono River.
*Para		Do.
*Ward		Do.
Harvest Moon		Special duty to tow up mortar schooners.
Marblehead		North for repairs.
Mohawk		Do.
Potomska		Do.
Seneca		Do.
Huron		Do.
Unadilla		Do.

*Sailing vessels.

Distribution of vessels of the South Atlantic Blockading Squadron, July 1, 1864—Cont'd.

Name.	Station.	Remarks.
Chippewa		North for repairs.
Rescue		Do.
New Ironsides		Do.
Weehawken		Sunk or stranded.
Housatonic		Do.
*Kingfisher		Do.
Madgie		Do.
Water Witch		Captured.
Columbine		Do.
Nipsic		Cruising.
Sonoma		Do.

* Sailing vessel.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Naval demonstration in Stono River in aid of the Army operations July 1–9, 1864.*

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Chaplin, U. S. Navy, commanding U. S. S. Dai Ching, to drag for torpedoes in Stono River.

FLAGSHIP PHILADELPHIA,
Port Royal, July 1, 1864.

SIR: On receipt of this you will proceed with all possible dispatch to Stono. You will endeavor to reach there early to-night, in order to drag the river for torpedoes. Captain Boutelle will accompany you.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander J. C. CHAPLIN,
Commanding Dai Ching.

Ensign Dichman will assist in dragging for torpedoes. He is now on board the *McDonough*.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, to send the U. S. S. Lehigh to Stono River, South Carolina.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., July 1, 1864.

SIR: On receipt of this you will send the U. S. ironclad *Lehigh*, Lieutenant-Commander A. W. Johnson, commanding, to Stono. She must be there in time to go in early to-morrow morning, if possible.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain JOSEPH F. GREEN,
Senior Officer off Morris Island.

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*For reports of Army operations see Official Records of the Union and Confederate Armies in the War of the Rebellion, Volume XXXV.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Foster, U. S. Army, regarding the disposition of the naval force.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., July 1, 1864.

GENERAL: I have made such disposition of the naval force as other demands and the time for action permit.

The *Pawnee* and *McDonough* will assist in the North Edisto.

The *Dai Ching* will take post at Stono.

The *Montauk* (ironclad) is to enter the Stono, and if possible another monitor.

This arrangement appears very simple, but as not one of these vessels is yet at her station, it will require the absolute coincidence of every detail to have all in readiness by to-morrow morning.

The weather and the tide are imperative. From present appearances it is not certain that a monitor can cross Stono Bar at high water to-morrow morning, by reason of the sea which the wind may occasion.

If so, the Stono arrangement will be delayed till the evening.

Nor will there be time to scout the Stono for torpedoes, which would much embarrass the movement of the Monitor.

I should have preferred having the *Pawnee* in the Stono, but understanding from Captain Boutelle that you would like her to cover the Edisto column against the batteries, I changed her destination.

It is nearly certain that the vessels and their preparations would be complete by Sunday morning.

I have the honor to be, general, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Major-General J. G. FOSTER,
Commanding, Headquarters, Hilton Head.

Order of Captain Green, U. S. Navy, to Commander Williamson, U. S. Navy, to furnish small boats for landing troops.

U. S. SHIP JOHN ADAMS,
Off Morris Island, South Carolina, July 2, 1864.

SIR: Please have ready for service by 6 o'clock this afternoon as many large boats as the outside vessels can supply, suitable for landing troops, each to be furnished with a coxswain and four men.

Inform me by signal, as soon after the receipt of this as practicable, how many boats of the kind required you can furnish.

Very respectfully,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Commander J. C. WILLIAMSON, or SENIOR OFFICER,
Offshore Blockade, off Charleston Bar, S. C.

Order of Captain Green, U. S. Navy, to the senior officer, offshore blockade, regarding the transfer of boats to the temporary command of Major-General Foster, U. S. Army.

U. S. SHIP JOHN ADAMS,
Off Morris Island, South Carolina, July 2, 1864.

SIR: The six boats sent out from inside the bar, with four to be furnished by the outside blockading vessels, you will place in charge

of the senior officer detailed to accompany them, and direct him to proceed with them, in tow of the tug *Jonquil*, to Stono, and on his arrival there transfer them temporarily to General Foster, the officers and men remaining with the boats to take charge of them.

The men may be armed with cutlasses and pistols, or, in lieu of pistols, breech-loading rifles.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

SENIOR OFFICER,
Offshore Blockade.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Schimmelfennig, U. S. Army, requesting a display of signals to insure correct firing.

STONO RIVER, *July 3, 1864.*

GENERAL: You will very much assist the correctness of our fire from the vessels if a communication were opened by signal with your left, which will not be difficult, as my cannon sweep the shore entirely.

The channel is so narrow that it is most difficult to keep the iron-clads from grounding, and with the flood their rudders and propellers are exposed to the rebel batteries, which are heavy.

There is a position on my left, in a wood on St. John's, where even one heavy gun would be powerful against Pringle, but I have no intrenching tools.

Sorry for the reverses at Fort Johnson, [S. C.], but we must make it up elsewhere.

With much regard,

J. A. DAHLGREN,
Rear-Admiral.

General SCHIMMELFENNIG.

P. S.—You must send as much ammunition by the two vessels as they can safely carry.

The marines of the *Wabash*, *Sonoma*, and *Nipsic* are to be returned to their respective vessels.

Letter from Fleet Captain Bradford, U. S. Navy, to Major Wales, U. S. Army, regarding the necessary withdrawal of the U. S. S. Daffodil.

FLAG-STEAMER PHILADELPHIA,
Stono River, South Carolina, July 5, 1864.

SIR: It has become necessary to withdraw the *Daffodil*. As she is absolutely required at Charleston, it is important she should go immediately. I regret this necessity, as I fear it may inconvenience you somewhat, but such may not be the case, as there are several army boats here, apparently doing nothing.

Very respectfully, etc.,

JOS. M. BRADFORD,
Fleet Captain.

Major WALES, U. S. Army,
Chief of Staff.

Report of Commander Reynolds, U. S. Navy, regarding the departure of the U. S. schooner Norfolk Packet.

JULY 6, 1864.

ADMIRAL: I sent the *Norfolk Packet* out yesterday evening in tow of the *Larkspur* on the ebb tide. She took her outside and came back this morning, reporting that in the present condition of her boilers she was unable to make any headway with the tow, and therefore left the *Norfolk Packet* to go on by herself.

I send the *Clover* with the *Para*, and hope that she will succeed better.

Very respectfully, your obedient servant,

WILLIAM REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Detailed report of Rear-Admiral Dahlgren, U. S. Navy, regarding cooperative movements.

No. 319.] FLAG-STEAMER PHILADELPHIA,
Near Mr. Paul Grimball's House, Stono River, July 11, 1864.

SIR: On the 20th June I received the Department's communication stating that the rebels were preparing for a simultaneous move on the blockade inside and outside, in order to cover the exit of a large quantity of cotton.

The next day I sent the *Sonoma* and *Nipsic* as outside cruisers to cover the blockade south of Port Royal, where it was weakest, and where the chief effort was to be made. I also left Charleston for Port Royal, in order to confer with General Foster and devise some means for counteracting the designs of the rebels.

The general preferred to cut the railroad between Charleston and Savannah, as a preliminary, in order to prevent the concentration of the rebel forces.

Some days were required to collect the troops, and on the night of the 1st July General Foster left Port Royal, and I also with the monitor *Montauk*.

The plan of General Foster, which I received from him, was as follows:

General Schimmelfennig will land at Legaréville with 1,000 men Friday night, 1st July, and will also land 2,000 men on Cole's Island on the same night and front Secessionville.

General Hatch will land at Seabrook at the same time with 4,000 men and will be at the ferry near Rantowle's Bridge on Saturday night to demonstrate against the city and Fort Pemberton on Sunday, and perhaps Monday.

General Birney will go into North Edisto and as high as possible to destroy railroad.

The navy will enter Stono Saturday morning and previous night to cooperate with General Schimmelfennig as far as line from Battery Pringle to Secessionville.

One or two gunboats will ascend North Edisto and cooperate with General Birney, to ensure his landing.

This is a demonstration only, but may be converted into a real attack after consultation between General Foster and Admiral Dahlgren.

If General Schimmelfennig notifies the naval officer in Stono that he intends to assault the works in front of him, all the disposable naval force is to assist him and as often as he repeats the assault.

On the 2d day of July, as soon as the tide served, the monitors *Lehigh* and *Montauk* crossed the Stono Bar. Besides these the naval force here consisted of the *Pawnee*, *McDonough*, and *Racer*.

General Schimmelfennig had occupied ground in front of Cole's Island early in the morning of the 2d, and the *McDonough* (Captain Phythian) opened on Battery Pringle and contiguous works.

I ascended the Stono in the *Montauk* (Captain Fillebrown) as soon as she crossed the bar, but in the darkness of the night it was impossible to judge if we had reached an effective range, and the channel became so narrow that the pilot was reluctant to proceed, the vessel not having a foot of water under her bottom, and several efforts to go farther indicated that the monitor would ground with a falling tide.

Next day the vessels were in position; opened on the rebel batteries and swept the ground in front of General Schimmelfennig's position, where he believed the rebels were making disposition for an assault on him.

Meanwhile I learned that an attempt to carry Battery Simkins, on the extreme right, had failed signally.

And in the evening General Foster arrived from Edisto, where the column under General Birney had also been withdrawn without having produced any effect. I had sent the *Dai Ching* (Captain Chaplin), *Wamsutta* (Captain Lee), and *Geranium* (Acting Master Montell), to assist, but the latter only was able to advance far enough to come in contact with a rebel battery, which was done very handsomely.

Meanwhile General Hatch had landed on the southern extremity of John's Island, and marched across it so as to form the left of our position at this place, General Schimmelfenning being on the right and the navy in the center.

I proposed to land guns and plant a battery on the John's Island bank of the Stono, which, backed by the two monitors, would silence the line of works which bar our progress across James Island.

Tuesday afternoon General Foster, General Hatch, and myself landed and rode up along the southern bank of the Stono, where we made a close examination of the rebel works on the Stono.

The engineer officer, however, after a careful scrutiny, pronounced the works too strong for our force.

At this time General Hatch's force occupied ground a mile or two to the left of our locality.

Meanwhile the two monitors were in position, so as to reach Battery Pringle, which they did, sweeping round from that across the space between the rebel works and General Schimmelfennig's.

The *Pawnee*, the *McDonough*, and the two mortar schooners, *Racer* and *Para*, maintained a steady fire in the same directions, and with good effect, as the annexed letter of the general shows.

Their practice was exceedingly good, though it was necessarily too limited to exert any decided effect on the works themselves.

On Friday General Foster, with General Hatch, came on board and decided that the rebel force in front and in connection with their works was too large to render further serious efforts profitable, and therefore the troops would be withdrawn from John's Island.

On Saturday (9th) the rebels made a stubborn assault on our advance on John's Island and repeated it, but were repulsed with loss, in which I am told the blockaders did very well. During the night of the 9th the embarkation of the troops in the transports was begun, and by Sunday at 2 p. m. all of our men were withdrawn from John's Island.

General Foster left about noon for Port Royal.

The vessels were, however, kept in position until Monday, daylight, in order to give any of our stragglers an opportunity of escaping.

I beg leave to mention the excellent service rendered by the chief of staff, Captain Bradford. The junior officers of the staff were also active and useful—Lieutenant M. L. Johnson, Ensigns E. J. Dichman, J. C. Pegram, and C. H. Craven.

The different vessels were ably handled by their several commanders—Commander G. B. Balch, Lieutenant-Commanders Alexander A. Semmes, T. Scott Fillebrown, A. W. Johnson, R. L. Phythian, Acting Masters Alvin Phinney and Edward G. Furber.

Chief Pilot W. Haffards was useful, as usual.

The only casualties were from a shot which struck the *Montauk*, taking off the leg of James Norton (coxswain) and wounding John C. Patterson (ordinary seaman) so that amputation may be necessary.

I enclose copy of Captain Johnson's report.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. IRONCLAD MONTAUK,
Stono River, South Carolina, July 9, 1864.

ADMIRAL: I regret to inform you that in engaging Battery Pringle this afternoon James Norton (coxswain) was so seriously wounded by a shot from the enemy as to render the amputation of his left leg necessary. John C. Patterson, ordinary seaman, was also severely injured in the left leg by the same shot.

The deck, on the port side near the turret, was struck twice, and a portion of the woodwork beneath splintered.

The enemy appeared in small force in the old earthworks below Battery Pringle and cheered the effects of the rebel shot. They fired on the monitor with musketry, but were dispersed by a few rounds of grape and canister.

I am, respectfully, your obedient servant,

A. W. JOHNSON,
Lieutenant-Commander, Commanding Montauk.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Fleet.

Report of Assistant Surgeon Eckstein, U. S. Navy, regarding casualties on the U. S. S. Montauk in action with Battery Pringle.

U. S. IRONCLAD MONTAUK,
Up Stono River, South Carolina, July 10, 1864.

SIR: I have to report that on the 9th instant, at 6 p. m., while the U. S. S. *Montauk* was in action with Battery Pringle, the following casualties [occurred]:

James Norton, seaman, lacerated and contused wound of the left leg, rendering amputation necessary.

John C. Patterson, ordinary seaman, lacerated and contused wound of the left leg, produced by a solid shot from the enemy.

It affords me pleasure to acknowledge the valuable assistance of Passed Assistant Surgeon Nelson, of the *Pawnee*, and Assistant Surgeon Plant, of the *Lehigh*.

Very respectfully,

HENRY C. ECKSTEIN,
Assistant Surgeon.

A. W. JOHNSON,
Lieutenant-Commander, Commanding.

Letter from Brigadier-General Schimmelfennig, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, returning thanks for efficient naval cooperation.

HDQRS. NORTHERN DISTRICT, DEPT. OF THE SOUTH,
James Island, South Carolina, July 6, 1864.

ADMIRAL: I take pleasure in informing you of the excellent practice by your gunboats and monitors on Stono River yesterday.

They drove the enemy out of his rifle pits and prevented him from erecting an earthwork which he had commenced. As I shall probably have to occupy that line again before long, this fire of your monitors will undoubtedly save many lives on our side, for which I desire to express to them my thanks.

From all the information I have along my line it seems to me that the reinforcements which the enemy have received are small.

The enemy has moved either the whole or a part of the First Regiment South Carolina Infantry from Sullivan's Island on to my front. They are well drilled as heavy artillery.

From the intercepted dispatches of the enemy I learn that he is very nervous in regard to Simkins and Johnson, expecting another attack every moment, and asking the rebel commodore for reinforcements and boats to guard his front.

According to orders received from the major-general commanding department, Forts Putnam and Strong have again opened fire on Sumter.

I have the honor to be, very respectfully, your obedient servant,

A. SCHIMMELFENNIG,
Brigadier-General, Commanding District.

Admiral DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding accuracy of firing.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, July 22, 1864.

SIR: I enclose a report* from Captain Balch, commanding U. S. S. *Pawnee*, of the firing made by the Dahlgren 50-pounder in that vessel.

The distances are correctly known by the chart of the Coast Survey.

The object was the rebel Battery Pringle, on the east side of the Stono, a very formidable work.

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* Not found.

I consider the result as very remarkable; that is, striking 298 times out of 347 shots, at a distance of 3,200 or 4,400 yards.

The whole firing, however, was excellent with the various pieces—Parrott 8-inch rifle, Dahlgren XI-inch, and 50-pounder, XIII-inch mortars, etc.—in each instance the cloud of earth thrown from the work exhibiting the great accuracy.

The XI-inch was fired with 20 pounds of powder.

The vessels engaged were the *Pawnee*, *Lehigh*, *Montauk*, *McDonough*, *Racer*, and *Para*, commanded by Captains Balch, Semmes, Johnson, Phythian, Phinney, and Furber.

The accuracy of the rebel fire was also considerable. I have seen three successive shots only miss the turret. In one instance one man lost a leg and another was badly wounded; both in the *Montauk*.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander H. A. WISE,
Chief of Bureau of Ordnance.

Order of Captain Green, U. S. Navy, to Commander Williamson, U. S. Navy, for the capture or destruction of the schooner Pocahontas, blockade runner from Charleston.

U. S. SHIP JOHN ADAMS,
Off Morris Island, South Carolina, July 2, 1864.

SIR: I have positive information that the schooner *Pocahontas* will attempt to run the blockade outward to-night.

Let the greatest vigilance be observed and every effort practicable be made to capture or destroy her.

Order the three tugs stationed off Breach Inlet to close in well and to be particularly vigilant.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Commander J. C. WILLIAMSON, or SENIOR OFFICER,
Offshore Blockade, off Charleston Bar, S. C.

Order of the Secretary of the Navy to Lieutenant-Commander Russell, U. S. Navy, commanding U. S. S. Pontiac.

NAVY DEPARTMENT, *July 2, 1864.*

SIR: Proceed off Charleston, S. C., with the U. S. S. *Pontiac* and report to Rear-Admiral John A. Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Lieutenant-Commander JOHN H. RUSSELL,
Commanding U. S. S. Pontiac, Philadelphia.

Order of the Secretary of the Navy to the commandant navy yard, New York, to send the U. S. steamers Juniper and Verbena to Morris Island, S. C.

NAVY DEPARTMENT, *July 5, 1864.*

SIR: Order the *Juniper* and *Verbena* to proceed to Morris Island and report to Rear-Admiral Dahlgren for duty in the South Atlantic Blockading Squadron. Caution their commanding officers to be extremely careful in navigating them, to keep off the land, and use the lead.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Dean, U. S. Navy, commanding U. S. schooner Dan Smith, to proceed with all haste to Stono River.

FLAG-STEAMER PHILADELPHIA,
Stono River, South Carolina, July 6, 1864.

SIR: On reporting of your relief, the U. S. schooner *T. A. Ward*, proceed with your vessel to this port with all haste.

Should you be becalmed or delayed by head winds, show this order to any steamer of the squadron you may fall in with and not on special duty, and she is hereby directed to tow you to this anchorage.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Master B. C. DEAN,
Commanding U. S. Schooner Dan Smith.

Letter from Captain De Camp, U. S. Navy, to Major-General Foster, U. S. Army, regarding guns for the erection of a battery on Skull Creek, Port Royal, S. C.

U. S. S. WABASH,
Port Royal, S. C., July 6, 1864.

GENERAL: By dispatch received yesterday from Admiral Dahlgren I am informed that it is contemplated by the army forces to erect a battery of two guns on Skull Creek, and that the guns are to be furnished by me upon your requisition. In accordance therewith I beg to state that the guns (caliber VIII or IX inch) will be promptly sent whenever you may call for them.

I remain, general, very respectfully, your obedient servant,

JOHN DE CAMP,
Captain, U. S. Navy, Commanding, etc.

Major-General J. G. FOSTER, U. S. Volunteers,
Commanding Department of the South.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Young, U. S. Navy, to assume command of the U. S. S. Sangamon.

FLAG-STEAMER PHILADELPHIA,
Stono River, South Carolina, July 7, 1864.

SIR: You are hereby detached from the command of the U. S. S. *Cimarron*, and on receipt of this order you will, without delay, assume command of the U. S. S. *Sangamon*.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander JONATHAN YOUNG, U. S. NAVY,
Commanding U. S. S. Cimarron, Wassaw Sound.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant Mahan, U. S. Navy, to assume temporary command of the U. S. S. Cimarron.

FLAG-STEAMER PHILADELPHIA,
Stono River, South Carolina, July 7, 1864.

SIR: You are hereby detached from the U. S. S. *James Adger*, and on receipt of this order you will assume temporary command of the U. S. S. *Cimarron*.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant ALFRED T. MAHAN, U. S. NAVY,
U. S. S. James Adger, off Georgetown, S. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Fillebrown, U. S. Navy, to assume temporary command of the U. S. S. Sangamon.

FLAG-STEAMER PHILADELPHIA,
Stono River, South Carolina, July 7, 1864.

SIR: On receipt of this order you will assume temporary command of the ironclad *Sangamon*, and on the reporting of your relief, Lieutenant-Commander Jonathan Young, you will resume command of the ironclad *Passaic*.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander T. SCOTT FILLEBROWN, U. S. NAVY,
U. S. Ironclad Passaic, off Charleston.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Baldwin, U. S. Navy, to assume command of the U. S. S. O. M. Pettit.

FLAG-STEAMER PHILADELPHIA,
Stono River, South Carolina, July 8, 1864.

SIR: You are hereby detached from the U. S. S. *Sonoma* and will report without delay to Commander William Reynolds, commanding naval depot at Port Royal, for command of the U. S. S. *O. M. Pettit.*

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Master E. M. BALDWIN,
U. S. S. Sonoma.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Ensign Chadwick, U. S. Navy, to assume command of the U. S. S. Iris.

FLAG-STEAMER PHILADELPHIA,
Stono River, South Carolina, July 8, 1864.

SIR: On reporting of your relief, Acting Master's Mate Charles Grieve, you will consider yourself detached from the U. S. S. *Jonquil* and will, without delay, relieve Acting Ensign Israel T. Halstead, in command of the U. S. S. *Iris.*

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Ensign BENJ. H. CHADWICK, U. S. Navy,
Commanding U. S. S. Jonquil.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding health regulations and restrictions.

NAVY DEPARTMENT, *July 8, 1864.*

SIR: I have received your No. 300, in which there is a suggestion that a rigid order be published by the Department drawing the attention of naval vessels and others to the necessity of not passing the health vessel anchored outside the harbor before being visited by the health officer.

The restrictions and regulations on this subject are a matter that the Department leaves to the military and naval authorities on the coast, and they can issue such orders as may seem wise and necessary.

Very respectfully,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the capture by the U. S. S. Sonoma of the Steamer Ida, July 8, 1864.

No. 324.] FLAG-STEAMER PHILADELPHIA,
In Stono River, South Carolina, July 10, 1864.

SIR: I have to inform the Department that on the 8th inst., the U. S. S. *Sonoma*, Lieutenant-Commander Matthews, captured the small side-wheel steamer *Ida*, which vessel left Sapelo the night before, bound to Nassau.

She had on board 54 bales of upland cotton, 10 men, and a captain named Postell, who, I am told, was formerly a midshipman in the Navy.

The cargo will be sent north by the *Massachusetts*.

The vessel makes a great deal of water, and the proper disposition of her will have to be determined by survey.

I beg leave also to add that the prevalence of variola in the *New Hampshire*, with the measures necessary to prevent its spreading, requires more medical officers than are at present disposable in the squadron.

I have also to report that the rebel schooner *Pocahontas* was captured on the night of July 7 by the U. S. steamers *Azalea* and *Sweet Brier*, while attempting to pass out of Charleston Harbor, bound to Nassau.

She had on board 53 bales of cotton and 299 boxes tobacco.

I transmit copy of report of capture made by the captain of the *Azalea*.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Reynolds, U. S. Navy, giving additional information regarding the prize steamer Ida.

JULY 9, 1864.

ADMIRAL: I send you the papers of the prize steamer *Ida*.

The report made to me by the tug which I sent to speak the prize last night was all wrong.

She was out of Sapelo and had fifty odd bales of cotton on board.

The prize master reports that the *Sonoma*, in towing her, opened her wood ends, and that she would have sunk had he not run her on the beach last night.

He has stuffed cotton in the wood ends and thinks she will not make water when he hauls off.

I suppose a survey should be held on the steamer, and her cotton go north by the *Massachusetts* on her next trip.

Her commander is W. R. Postell, formerly a midshipman in the Navy of 1831 or 1832.

Very respectfully, your obedient servant,

WILLIAM REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Captain Green, U. S. Navy, transmitting report of the capture of the schooner Pocahontas of and from Charleston, S. C.

U. S. SHIP JOHN ADAMS,
Off Morris Island, South Carolina, July 9, 1864.

SIR: I have the honor to report that the Confederate schooner *Pocahontas* was captured last night while attempting to run the blockade outward.

I enclose herewith the reports of Acting Master [F. W.] Strong and Acting Ensign [J. D.] Dexter in relation to the capture, and also papers found on board of her, and shall wait for your orders in regard to her disposal.

The captain of the *Pocahontas* is owner of the vessel and has his wife on board. He states that there are at Charleston three ironclads ready, and the rebels are hastening the completion of another on the stocks, and putting on her an extra thickness of plating, several shots from Morris Island having penetrated her. Common report at Charleston says when she is ready a raid will be made by the rams and torpedo boats on the vessels at this anchorage. That the steamer *Fox* was to start out last night, but broke down. That there were but seventeen men in Fort Johnson when the attack was commenced by the army. That the rebels are expecting an attack on Fort Sumter by us and are making preparations to meet it.

On the night of the 4th instant a contraband reached the squadron, having made his escape from Charleston. He is not intelligent, and I can not obtain any information from him.

On the night of the 7th instant, two men, representing that they belong to the Sixty-fourth New York Regiment, one to Company A and the other to Company F, were picked up by the *Daffodil* from a boat.

They state that they were captured before Petersburg, [Va.], on the 19th ultimo and escaped from the rail cars about 105 miles from Charleston, while in transit to some place of confinement in Georgia. They are desirous of returning to their regiment.

Will you please instruct me what to do with them and the contraband, and also the two deserters that Colonel [William] Gurney has returned?

* * * * * * *

Please send the *Daffodil* back to-night.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, Stono River.

[Enclosure.]

U. S. S. AZALEA, *July 9, 1864.*

SIR: I respectfully report the capture at 11:30 p. m., July 8, of the schooner *Pocahontas*, of and from Charleston, S. C., bound to Nassau, New Providence, with a cargo of 53 bales of cotton and 299 boxes of tobacco.

She was boarded simultaneously by boats of this and the U. S. S *Sweet Brier*, the officers of both boats claiming precedence in boarding. I would prefer that a prize crew be detailed from the *Sweet Brier*, as I have no officers to send in her.

The following papers were found in the possession of her captain: Clearance from port of Charleston, S. C., to Nassau, New Providence. Manifest of cargo and register.

She has been thoroughly searched under my supervision for contraband articles. I find no mail or letters of any description except open private letters, belonging to the captain and his wife, in which I find nothing suspicious.

I find a large Confederate flag concealed in the cabin; also a small English flag.

The captain of the *Pocahontas*, Joseph G. Hester, has in his possession a full suit of the uniform of a lieutenant in the Confederate States Navy, which he states he purchased in England a few months since. He belongs in Oxford, N. C., and married his wife (who is with him) in Columbia, S. C., on the 18th June, ultimo.

He states that, being desirous of leaving the Confederate States, he invested a sum of Confederate money in his possession in the schooner *Pocahontas* and cargo, and that both the vessel and cargo are his private property; states that he cleared for Nassau, New Providence, but intended to run to Bermuda had he escaped the blockade and the wind proved fair. Has a person on board whom he calls a Bermuda pilot. The captain states that when he found capture inevitable he threw overboard a small package of letters in his charge. Says they were to Confederate prisoners in New York. His own personal effects, as far as I have been able to discover, consist only of wearing apparel belonging to himself and wife.

The schooner has a fair suit of sails, and is tight, but is deficient in ground tackle, having but one anchor and an old, untrustworthy chain; she has but two water casks, capable of holding 260 gallons water. In other respects I judge her fit to proceed to a Northern port.

I am, sir, very respectfully, your obedient servant,

F. W. STRONG,
Acting Master, Commanding U. S. S. Azalea.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the removal of the crew of the U. S. ship New Hampshire, on account of smallpox.

No. 316.] FLAG-STEAMER PHILADELPHIA,
Stono River, South Carolina, July 9, 1864.

SIR: I regret to inform the Department that the *New Hampshire* is still quarantined on account of smallpox. Twenty-three cases in all have been taken from her to a lazaretto ship, of which 4 have died. The last case from the *New Hampshire* was yesterday.

Being deprived of the services of the large body of men who are on board of that vessel is a serious inconvenience, and it is very difficult to judge from the medical reports when the recurrence of the new cases will cease.

In order to assist in this purpose, I shall approve of the recommendation of Acting Fleet Surgeon Lowber, to remove all the crew of the *New Hampshire* ashore to Bay Point.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Rear-Admiral Dahlgren, U. S. Navy, of the arrival at Port Royal, S. C., of the U. S. steamers Tecumseh, Augusta, and Eutaw.

No. 317.] FLAGSHIP PHILADELPHIA,

Stono River, South Carolina, July 10, 1864.

SIR: I have to inform the Department that the *Tecumseh*, Captain Craven, arrived at Port Royal on the 8th instant in tow of the *Augusta* and accompanied by the *Eutaw*.

The *Tecumseh* is reported to need some repairs, and is in want of coal, as is also the *Eutaw*.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to the Secretary of the Navy, making enquiry regarding the prolonged absence of the U. S. steamers Potomska and Flambeau for repairs.

FLAG-STEAMER PHILADELPHIA,

No. 327.] *Port Royal Harbor, S. C., July 12, 1864.*

SIR: I have to inform the Department that the U. S. S. *Potomska*, Acting Volunteer Lieutenant R. P. Swann commanding, arrived here yesterday from Baltimore, and has been ordered to St. Simon's Sound to relieve the U. S. S. *Flambeau*.

I would respectfully ask the attention of the Department to the fact that both the *Potomska* and *Flambeau* have been absent from this squadron for a period of four months and a half, which seems to be an unusual length of time to complete the necessary repairs on these vessels.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Volunteer Lieutenant Cavendy, U. S. Navy, commanding U. S. S. Flambeau, to proceed to blockade duty off Cape Romain, South Carolina.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., July 12, 1864.

SIR: You will proceed with the *Flambeau* under your command to Cape Romain, and cruise in that vicinity, running off 20 or 30 miles seaward, and then inshore, covering the limits of sounding to 4 fathoms as well as possible, and also keeping an eye on the mouth of the Santee, where it is suspected that the rebels enter and send out considerable quantities of supplies and produce.

You will give Acting Volunteer Lieutenant R. P. Swann all the necessary information for effectually blockading St. Simon's, and transfer your pilot to the *Potomska*.

You will stop at Port Royal for coal and provisions on your way to Cape Romain.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Volunteer Lieutenant EDWARD CAVENDY,
Commanding U. S. S. Flambeau, St. Simon's.

Report of Acting Master Durand, U. S. Navy, regarding his capture, July 14, 1864, while attempting the destruction of the Confederate prize steamer Water Witch.

PAWTUCKET, R. I., *December 8, 1864.*

SIR: I have the honor to make the following report of my capture by the enemy, July 14, 1864, while attached to the U. S. S. *Paul Jones*, Lieutenant-Commander Edward E. Stone, then blockading at Ossabaw Sound, Georgia.

I left the ship on the evening of July 12 for the purpose of endeavoring to burn the U. S. S. *Water Witch*, then in the hands of the enemy, and lying at Yellow Bluff, several miles up the Vernon River, and above Fort Beaulieu. I had with me two picked men and a guide named John Lovett, a deserter from Savannah, who was to take me within sight of the *Water Witch*. We intended to land up the Burnside River, in the rear of the fort, conceal the boat in the woods, and then walk across to Yellow Bluff, on the Vernon, and stay there till I found a good opportunity to fire the vessel, whether she lay at the wharf or in the narrow stream. I was well provided with combustibles, and felt certain that, with the assistance of one of my men, I could get on board of her in the night and set her on fire, although with the certainty of being captured afterwards. After the vessel was seen to be on fire, the guide and my other man were to make their way back. Captain Stone had given me no particular orders as to how I should proceed to burn her, except to act as best I could under the circumstances, but I was ordered to keep myself concealed during the daytime.

At midnight on the 12th I landed on Skiddaway Island, and, after much labor, we dragged the boat across into the Burnside River, thus

getting past Fort Beaulieu, and remained concealed until the following night, which was spent in vainly endeavoring to find a small creek, which the guide said would take us to the nearest point to Yellow Bluff. At daylight concealed ourselves on Pigeon Island, the guide assuring me that it was perfectly safe to do so, but at sunrise I climbed a tree and found that we were close to a large rebel earthwork, which had no armament, but was occupied as a picket station. This work was about 5 miles north (left) of Fort Beaulieu. I now found that the guide had not been in that vicinity since the war commenced, and of course knew nothing of any earthworks recently erected, but he knew exactly where all the pickets were located. At 8 a. m. a boat containing four white men, surveyors, and some negroes, landed on the island, abreast of our place of concealment. We could have shot the whole party, but that would have endangered the success of the expedition by alarming the pickets in the fort, so one of the negroes was taken and concealed by my men, and when the surveyors missed him they commenced to search for him and discovered the bows of our boat in the bushes, and, suspecting an enemy by the disappearance of the negro, they quickly returned to their boat and pulled for the fort to give the alarm. When they had rounded a point, which concealed them and the fort from us, I quickly crossed the river and landed on Skiddaway Island again, placing the boat in a gully, intending to conceal ourselves in the woods until night and then cross the Burnside at another point and walk rapidly in the direction of Yellow Bluff; but about noon, while going through a narrow path in the woods, we were met by a scouting party of rebel soldiers, quickly surrounded, and I then surrendered. The rebels numbered 34, including two commissioned officers. Thus ended my ardent hopes of burning the *Water Witch*.

The guide was recognized by some of the soldiers, who had known him in Savannah, and thither the whole party was taken, including the negro, who was restored to his owner, but the guide was shot in Savannah September 27, 1864.

I was sent to Macon, Ga., July 17, and my men were sent to Andersonville, Ga., the same day. July 29 I was sent, with 600 other Federal officers, to Savannah, as Macon was unsafe, on account of the raids of General Stoneman. September 13 I was sent to Charleston, S. C., and nominally placed under fire of our batteries on Morris Island. October 1 I was sent to Libby Prison, Richmond, with other naval prisoners, and remained until October 18, when all naval prisoners were sent North on parole.

At Macon the rations furnished the prisoners were poor and insufficient. At Savannah the prison camp was commanded by Colonel (now Brigadier-General) R. A. Wayne, First Regiment Georgia Regulars, and every attention was paid to the wants of the prisoners, the rations being good and ample. At Charleston the rations were poor and wholly insufficient, rations served out for seven days often lasting only five days. At Libby Prison, Richmond, the rations, consisting of corn bread, poor beef, and beans, were wholly insufficient.

There are three ironclad rams on the James River, and a fourth just launched and being plated at Richmond. There is another on the stocks, although no work is being done on her. Four small wooden steam tugs, two paddle-wheel steamers, and two small torpedo boats

were all the active vessels on the James. The *Yorktown* [*Patrick Henry*] is moored and used as a school and instruction ship.

I have the honor to be, very respectfully, your obedient servant,

GEO. R. DURAND,
Acting Master, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Green, U. S. Navy, senior officer off Charleston, regarding general matters.

U. S. SHIP JOHN ADAMS,
Off Morris Island, South Carolina, July 14, 1864.

SIR: I respectfully submit for your information as follows:

Your order relating to the *Oleander*, of the 11th instant, did not reach me until after she had left this anchorage for Stono. I have sent an order to her by the *Harvest Moon* to return here after completing the delivery of ordnance stores at Stono, which order has not as yet been complied with. The *Pawnee* arrived here yesterday and the *Wamsutta* to-day.

This ship, as well as the *Paramount*, I consider in an insecure condition on account of having loaded shell and ordnance stores stowed between decks above the water line.

I intend, unless you disapprove of the arrangement, to remove from the *Scribner* to the *Georgia*, which vessels are now at Stono, all ordnance stores excepting powder, and to bring the former vessel here for the purpose of putting on board of her as many loaded shell from this ship and the *Paramount* as she can stow.

Acting Master Gifford took passage North in the *Massachusetts*, on leave. I have detailed for scout duty Acting Master Kempton, of the *Supply*, and Acting Ensign Gairy, of the *Acacia*, and ordered Acting Ensign [Frank] Fisher temporarily to this ship.

I would state that this ship is very much in need of competent watch officers.

There are on board of this ship 15 contrabrands, 10 males and 5 females, that escaped from Bull's Bay and came off to the *Blunt* on the 11th instant. I shall send them by the first opportunity to Port Royal.

Since my application of the 12th instant to have the *Home* sent here for weighing, mooring, etc., I am informed that it is doubtful whether she can be put in a condition for that kind of service. If such be the case, I would suggest that one of the mortar schooners may be sent here instead of her, fitted with large hawse holes, bolts for deck tackle, etc.

The *Sweet Brier's* engines and appurtenances require repairs. Chief Engineer Stamm estimates it will occupy six days to make them, and recommends her going to Port Royal.

As moonlight nights prevail now, I shall dispatch her to Port Royal Sunday, and have to request of you to give directions that there be no delay in making the repairs, her presence here during the dark nights being indispensable to guard Sullivan's Island Channel.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, regarding the U. S. S. Home.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, July 15, 1864.

SIR: I send you the *Home* for the purpose referred to before, also as a hospital ship; she can probably receive on board without inconvenience a quantity of the unloaded shell, etc., now on board the *Adams*, thus partially clearing the *Adams'* decks. Please have the sanitary condition of the *Adams* looked into; men will be sent to her her as soon as possible.

After completing the changes, etc., in the anchors and buoys at Charleston, please direct the commanding officer of the *Home* to report here, to the commanding officer of the depot, for repairs.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain JOSEPH F. GREEN,
Senior Officer off Morris Island.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Stone, U. S. Navy, commanding U. S. S. Paul Jones, regarding the position of that vessel on the blockade.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, South Carolina, July 15, 1864.

SIR: I send the *Geranium* for duty with you at Ossabaw.

You will be at liberty to reestablish your position on inside blockade, if you deem it best to do so. If so, I refer you to my former letters in this connection.

I do not myself deem it necessary that the *Paul Jones* should preserve that or any other position habitually, but should on the contrary never allow the rebels to make any calculations where you are to be found; constant movement confers a great advantage.

You will observe that, as a matter of policy, it is never advisable to risk a great deal for little or nothing. The interior waters of Ossabaw are of no consequence to the rebels, nor their occupation of importance to us. My own operations are entirely dependent on those of the army, which is now enjoined to remain on the defensive.

I consider it well for you to be in Ossabaw by day, and occasionally at night instead, but never to remain a day and night successively.

Still I will leave much to your discretion, and you can report what course you pursue.

Let me know if you are in need of anything for the proper condition of your vessel.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander E. E. STONE,
Commanding U. S. S. Paul Jones.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, responding to the request of the latter to be relieved and transferred for more active service.

NAVY DEPARTMENT, *July 15, 1864.*

SIR: In your dispatch, No. 190, of the 14th of May, after some interesting details of transactions connected with your squadron and army operations, with allusions to disappointments and diminution of your force, you express an "apprehension that there will be no opportunity for active operations against the enemy at this place for some time, on which account, and having effected all that I believe to be in my power to punish the atrocious rebels who harbor here, I respectfully ask to be relieved and transferred to some other duty where I can continue to labor for the cause."

If I did not immediately respond it was not because I was inattentive to the request or to the circumstances in which you are placed. There are some embarrassments to the Department in relation to the several commands, and not unlikely some important changes may be early made. Your application to be detached relieves the Department of any difficulty that might have intervened in your case, and will be borne in mind in any new arrangement that may be ordered.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Distribution of vessels of the South Atlantic Blockading Squadron, July 16, 1864.

Name.	Station.	Remarks.
*Williams	Murrell's Inlet	
James Adger	Georgetown	
Flambeau	Cape Romain	
*Hope	Bull's Bay	
Winona	Charleston	Outside the bar.
Flag	do	Do.
Sanford	do	Do.
Acacia	do	Do.
Wamsutta	do	Do.
Azalea	do	Do.
*Blunt	do	Do.
Sangamon	do	Inside the bar.
Catskill	do	Do.
Nantucket	do	Do.
Nahant	do	Do.
Lehigh	do	Do.
Montauk	do	Do.
Pawnee	do	Do.
*Supply	do	Do.
*Adams	do	Do.
Home	do	Do.
Gladiolus	do	Do.
Dandelion	do	Do.
Daffodil	do	Do.
Iris	do	Do.
McDonough	Stono	
*Racer	do	
Stettin	North Edisto	
*Allen	St. Helena	
*Wild Cat	do	
Wabash	Port Royal	
*New Hampshire	do	
Dai Ching	do	

*Sailing vessels.

Distribution of vessels of the South Atlantic Blockading Squadron, July 16, 1864—Cont'd.

Name.	Station.	Remarks.
*Vermont	Port Royal	
Philadelphia	do	
Larkspur	do	
Carnation	do	
Clover	do	
Jonquil	do	
Chatham	do	
South Carolina	Tybee Island	
Memphis	do	
Swift	do	
Patapsco	Wassaw Sound	
Cimarron	do	
Paul Jones	Ossabaw	
Geranium	do	
*Fernandina	St. Catherine's	
Lodona	Sapelo	
*Saratoga	Doboy	
*Ward	do	
Potomska	St. Simon's	
*Braziliera	St. Andrew's	
*Perry	Fernandina	
Mahaska	St. John's	
Ottawa	do	
Hale	do	
*Mangham	Mosquito [Inlet]	
Canandaigua	Port Royal	Repairing.
Passaic	do	Do.
Wissahickon	do	Do.
Norwich	do	Do.
*Para	do	Do.
*Smith	do	Do.
*Midnight	do	Do.
Camelia	do	Do.
Pettit	do	Do.
*Valparaiso		Hospital ship.
*Houghton	Port Royal	Guard ship.
*Norfolk Packet		Quarantined at Tybee Roads.
Harvest Moon		Special duty.
Nipsic		Cruising.
Sonoma		Do.
Oleander		Southern station with stores.
Marblehead		North for repairs.
Mohawk		Do.
Seneca		Do.
Huron		Do.
Unadilla		Do.
Chippewa		Do.
Rescue		Do.
New Ironsides		Do.
Weehawken		Sunk or stranded.
Housatonic		Do.
*Kingfisher		Do.
Madgie		Do.
Water Witch		Captured.
Columbine		Do.

*Sailing vessels.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

[Telegram.]

NAVY DEPARTMENT, *July 16, 1864.*

Send the tugs *Catalpa* and *Amaranthus* to Port Royal.

GIDEON WELLES,
Secretary of Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting reports of board of survey on prize vessels Pocahontas and Cyclops.

No. 336.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, July 17, 1864.

SIR: I herewith enclose surveys on the schooner *Pocahontas* and sloop *Cyclops*, prizes, respectively, to the U. S. steamers *Sweet Brier* and *Flag*.

The cargoes of both prizes—the first, 53 bales of cotton and 299 boxes of tobacco; of the latter, 15 bales of cotton—have been sent to Philadelphia for adjudication by the supply steamer *Massachusetts*. Both the vessels were old and unseaworthy.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. SHIP SUPPLY,
Off Morris Island, South Carolina, July 14, 1864.

SIR: In obedience to your order of the 12th of July, we have held a strict and careful survey on the prize schooner *Pocahontas*, and report as follows:

Hull, spars, rigging, and sails old, dilapidated, and unseaworthy, and in our opinion is worth $100.

Very respectfully,

Z. KEMPTON,
Acting Master.
HENRY VAUGHAN,
Acting Master.
J. G. THOMAS,
Carpenter, U. S. Navy.

Captain J. F. GREEN,
Senior Officer off Charleston.

U. S. SHIP SUPPLY,
Off Morris Island, South Carolina, July 14, 1864.

SIR: In obedience to your order of the 12th of July, we have held a strict and careful survey on the prize sloop *Cyclops*, and report as follows:

Hull, spars, rigging, sales, and ground tackle old, dilapidated, and unseaworthy, and in our opinion is worth $25.

Very respectfully,

Z. KEMPTON,
Acting Master.
HENRY VAUGHAN,
Acting Master.
J. G. THOMAS,
Carpenter, U. S. Navy.

Captain J. F. GREEN,
Senior Officer off Charleston, S. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the arrival of the U. S. S. Laburnum.

No. 337.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., July 17, 1864.

SIR: The U. S. tug *Laburnum*, Acting Ensign Center commanding, arrived here this morning and has been assigned to duty on this station.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the need of ice for the squadron.

No. 339.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., July 17, 1864.

SIR: Owing to the extreme heat of the weather and the approach of the sickly season in this latitude, I would respectfully ask that a supply of ice be sent for the use of this squadron.

The ice furnished by the supply vessels is barely sufficient to preserve the fresh provisions obtained from them for the consumption of the officers and men, while the sick are chiefly dependent upon the army sanitary commission.

In view of these facts will the Department send a vessel laden with ice to Charleston and another to this station.

The recent cases of smallpox and other cognate diseases which have occurred in the *New Hampshire*, and their possible recurrence are additional reasons for this request.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain De Camp, U. S. Navy, commanding U. S. S. Wabash, to proceed with that vessel on a practice cruise to the St. John's River, Florida, and return.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, July 18, 1864.

SIR: As soon as the *Wabash* is ready for sea you will leave this harbor and cruise south as far as St. John's River.

Lieutenant Blake has been ordered from the *Mahaska* to report for duty in the *Wabash*, and you will endeavor to intercept the tug sent for him.

After reaching St. John's River you will cruise north as far as Murrell's Inlet, keeping within from 5 to 12 miles of the coast.

One of the objects of the cruise will be to train the new men you have received. You will therefore keep sail on the ship day and night, with sufficient steam to meet an emergency, and exercise the crew daily in making and taking in sail, and other details of naval routine. They must also be drilled at the guns every day, firing occasionally for practice.

A number of men have been sent from the *New Hampshire*, who, it is understood, were captured rebels, but have taken the oath of allegiance. You can not be too careful in placing these men in any place of trust.

When you have been underway thirty days, you will report to the senior officer off Charleston.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain JOHN DE CAMP,
Commanding U. S. S. Wabash.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Ensign Hawes, U. S. Navy, to assume command of the U. S. S. Camelia.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., July 18, 1864.

SIR: You are hereby detached from the U. S. S. *Philadelphia* and will, without delay, assume command of the U. S. S. *Camelia.*

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Ensign D. B. HAWES, U. S. Navy,
Flag-Steamer Philadelphia, Port Royal Harbor, S. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Stone, U. S. Navy, commanding U. S. S. Paul Jones, regarding the position of that vessel on the blockade.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., July 18, 1864.

SIR: On the receipt of this you will conform to my previous directions in regard to the position of the *Paul Jones.*

That is, you can remain inside each day until dark, when you will go outside; then return by daylight.

These orders are positive. The *Geranium* will pass between Ossabaw and Port Royal, touching at Wassaw and Tybee, when you do not need her.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander E. E. STONE,
Commanding U. S. S. Paul Jones, Senior Officer, Ossabaw.

Letter from Major-General Foster, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, asking assistance in proposed torpedo attack on Fort Sumter.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., July 18, 1864.

ADMIRAL: I have received one case which I believe contains one torpedo clock. I wanted six of them. Please also to send a description of the manner of winding them up and setting them to run a certain time. I propose to go to Morris Island this evening to try these mines, provided the preparations be completed, as I ordered. I think it will be necessary to make use of a monitor, from which to float the rafts down upon the fort. Will you please give the necessary orders to aid in the enterprise, provided the senior officer there has not already that power? I shall leave this evening or to-night.

Very respectfully, etc.,

J. G. FOSTER,
Major-General, Commanding.

Admiral J. A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, to furnish information as to possibility of withdrawing the monitors from the Charleston blockade.

NAVY DEPARTMENT, *July 20, 1864.*

SIR: You will please inform the Department whether any of the monitors attached to your fleet can be withdrawn, having due regard to the exigencies of the public service within the limits of your command; whether they are absolutely essential to the holding possession of the Southern coast; whether the blockade of Charleston could be maintained without them, and whether Morris Island could be held by the military forces, protected by wooden vessels in case all or a part of the monitors should be withdrawn. The answer to these questions, and such other information bearing upon the subject as your judgment dictates, will be furnished to the Department at your leisure.

The opinion of the commanding general, an officer of the U. S. Engineers, and of great experience, would be valuable, and the Department would be gratified if he would address you a letter in answer to these enquiries.

Very respectfully,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Patterson, U. S. Navy, in view of the appearance off the capes of the Chesapeake of the C. S. S. Florida.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, July 20, 1864.

SIR: The rebel pirate *Florida* has made her appearance near the capes of the Chesapeake and destroyed some vessels. It is not improbable that she may come within the limits of this squadron.

In view of these facts, you will please direct the *Williams*, at Murrell's Inlet, and the *Flambeau*, at Cape Romain, to choose stations within signal distance of the *James Adger*, and where the guns of either may be heard by you.

In case an attack by the *Florida*, or any other rebel cruiser, you will communicate the fact to the vessels on the stations to the northward and southward of you, and every exertion must be made to insure her capture.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander THOS. H. PATTERSON,
Commanding U. S. S. James Adger.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Foster, U. S. Army, regarding some misapprehension connected with the trial of powder raft.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, South Carolina, July 22, 1864.

GENERAL: Your note* of the 22d did not reach me until noon, about an hour after your departure from this anchorage.

There seems to have been an entire misapprehension as to any orders from me postponing the trial of the powder raft.

So far from that, about 6 o'clock last evening, not observing that the powder was in the raft, and apprehending delay, I sent an aid expressly to supply any deficiencies or arrangements that might be necessary to prevent postponement. A copy of the report of the aid is sent herewith.

The violent storm that arose last evening and continued so long would certainly have interfered with the success of the operation.

This morning I intended that so far as I was concerned nothing should interfere, and I sent a tug for one of the lighters to have the powder put in and secured against a storm. In return a message was received from you, saying that you would try the experiment from the shore batteries.

I am, general, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear Admiral, Comdg. South Atlantic Blockading Squadron.

Major-General J. G. FOSTER,
Commanding Department of the South.

[Enclosure.]

FLAG-STEAMER PHILADELPHIA,
Off Charleston, S. C., July 22, 1864.

SIR: In conformity with your instructions, I went on board of the *Nahant* yesterday evening about 6 to see that everything was ready for the explosion of the powder, and also your order to Captain Mayo to use his own discretion, and that you relied entirely upon his judgment in the execution of the matter. Captain Mayo decided not to go, on account of the very bad state of the weather, but he desired to complete the undertaking as soon as the weather would permit. I

*Not found, but see letter of July 18, p. 575.

also delivered your order for Captain Mayo to come down as soon as the explosion was over, in case he should have gone up, and let the regular picket monitor take her station for the night. On my return to the flagship I gave a passage to Captain Shelton and Acting Ensign Neil to the *Cosmopolitan* in my boat. From the fact of Captain Mayo deciding not to go, after delivering your order to act at discretion, these officers may have been led to believe that I brought an order not to make the experiment last night.

Respectfully, E. J. DICHMAN,
Ensign, U. S. Navy.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting information of the total destruction, by worms, of the structure prepared for raising the U. S. S. Keokuk.

No. 341.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, July 22, 1864.

SIR: The Department will perceive from the enclosed that the preparations for raising the *Keokuk* have been rendered entirely useless.

I had understood from Mr. Bennett that he expected to begin pumping on the 25th June, and if he had done so it is barely possible that the framework of the boxing might not have been too much worm-eaten. A month afterwards it was too late.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

STONO INLET, *July 19, 1864.*

SIR: It becomes my painful duty to report to you the total destruction, by worms, of the woodwork in the structure for raising the ironclad *Keokuk*. This we did not discover until the 14th instant, just as we were ready for the pumps. We shall procure the lumber for a new frame as speedily as possible, and build it to high-water mark, thereby giving us much more time in securing it to the wreck than we had at the old, as that was covered at half tide.

I remain yours, most respectfully,
ORLANDO BENNETT,
For Contractors.

Rear-Admiral DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Letter from Brigadier-General Schimmelfennig, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, offering to send for examination a deserter from the C. S. S. Chicora at Charleston, S. C.

HDQRS. NORTHERN DISTRICT, DEPT. OF THE SOUTH,
Folly Island, South Carolina, July 23, 1864.

ADMIRAL: I have the honor to inform you that I have now in my possession a deserter from the rebel ironclad *Chicora*, in Charleston

Harbor. If you desire to examine him, I shall take pleasure in placing him at your disposal. With regard to the enemy's ironclads, he corroborates our own observations and former information, and states, furthermore, that they have no idea of coming out of the harbor, but are only to assist in preventing the entrance of our fleet. In running between Johnson and the city the ironclads usually take advantage of the tide, as they can hardly make headway against it. The *Chicora* is three or four hours making the distance from Johnson to the city against a heavy tide. With regard to the effect of our late operations on James Island, this deserter reports that Fort Pringle was very badly used up by the fire of the Navy; that the men called it a slaughter pen, and could not be made to stand to their guns, but took refuge in the bombproofs.

I have the honor to remain, with the highest respect, your obedient servant,

A. SCHIMMELFENNIG,
Brigadier-General, Commanding District.

Rear-Admiral DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Commander Reynolds, U. S. Navy, of the arrival of the U. S. S. Catalpa from Philadelphia.

JULY 24, 1864.

ADMIRAL: The U. S. tug *Catalpa* (propeller), from Philadelphia July 19, arrived this p. m. under orders from Commodore Stribling to report at Port Royal to Rear-Admiral Dahlgren.

She needs some repairs, and decks are to be calked, and has gone into the creek for that purpose, Acting Ensign J. A. Edgren commanding.

Very respectfully, your obedient servant,

WILLIAM REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, to assume direction as senior officer off Charleston, S. C.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, July 24, 1864.

SIR: As I am about to leave for another part of this command, you will resume the direction here as senior officer, following the instructions previously given at different times.

I wish to be kept informed of the effect on Sumter produced by the firing daily.

I send back the *Harvest Moon*, in order that you may forward the mail of the *Massachusetts* without delay.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN,
U. S. Ship John Adams.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant Mahan, U. S. Navy, to assume command of the U. S. S. Wissahickon.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., July 25, 1864.

SIR: On the arrival of your relief, Lieutenant-Commander E. E. Stone, you will consider yourself detached from the U. S. S. *Cimarron* and will proceed by the first conveyance to Port Royal and report to the senior officer present for command of the U. S. S. *Wissahickon.*

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant ALFRED T. MAHAN, U. S. Navy,
Commanding U. S. S. Cimarron, Wassaw Sound.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, to send the U. S. ship Vermont north without delay.

NAVY DEPARTMENT, *July 25, 1864.*

SIR: It is very important to the public service that the U. S. ship *Vermont* should come north, and you will therefore send her to New York without unnecessary delay.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Letter from Brigadier-General Schimmelfennig, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, requesting a few clockwork torpedoes.

HDQRS. NORTHERN DISTRICT, DEPT. OF THE SOUTH,
Folly Island, South Carolina, July 25, 1864.

ADMIRAL: I have the honor to beg that you will place at my disposal a few clockwork torpedoes. I may wish to use these to break the booms around Sumter in connection with the floating mines, and also for other purposes, and would like to see them work before I make requisition for a supply from the North. Allow me to beg that you will refer the officer who hands you this letter to some one who may give him such information with regard to the working of these torpedoes as may be in possession of the Navy.

I have the honor to be, with the highest respect, your obedient servant,

A. SCHIMMELFENNIG,
Brigadier-General, Commanding District.

Rear-Admiral DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, refuting consular statements regarding the inefficiency of the blockade.

No. 352.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., July 26, 1864.

SIR: I observe in the last copy of consular dispatches the following:

I should be most happy to believe the increased vigilance and activity of our fleet were lessening their success. Indeed, the success which has attended them in their intrusion of themselves into two designated and notorious ports, Charleston and Wilmington, thus giving us notice of the points to be guarded, and which points, it is said, are guarded by a large proportion of our entire fleet, is a subject of very general and very disparaging remark—I may almost say of amazement—on this side of the water.

Permit me to say that if the consular fees of the writer were limited to the vessels that enter and leave Charleston it is probable that he would not find the office very profitable.

It is notorious here that not a vessel attempted to enter through all of last fall and winter.

And the results of the first attempt may be seen on the shoals close up to Moultrie.

The first vessel that entered was during my absence in the spring, and since that the same vessel again succeeded in eluding the very reduced number of vessels off the bar.

On the whole, I believe that as many as three steamers may have entered Charleston since last summer, and if the sympathizing sensibility of the good people on that side of the water is so easily excited to disparaging remark and amazement by such a circumstance, I would respectfully invite them to expend a little of the same creditable feeling upon the conduct of their own Government, which is dishonoring every obligation of national and common honesty in permitting a disgraceful and clandestine war to be carried on against our flag by vessels built to elude our lawful blockade and roaming over the world to destroy the defenseless merchantmen of a friendly flag; vessels built not far from Glasgow, armed and manned there; and at least one of these pirates, I am happy to say, destroyed in sight of the shores she dishonored without ever being able to enter a port of rebeldom.

I rather think that the people on that side of the water are laying up precedents which, applied to themselves some future day, will be more apt to excite their amazement than the fact that two or three of the smuggling fleet of their own getting up have stolen into Charleston like thieves.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Commendatory letter from Rear-Admiral Dahlgren, U. S. Navy, to Commander Colvocoresses, U. S. Navy, commanding U. S. ship Saratoga, referring to expedition to Darien, Ga., July 26, 1864.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 5, 1864.

SIR: Yours of 28th of July * has been received reporting expedition to Darien, [Ga.], with the view of capturing a rebel force said to be there. Your plan appears to have been good and well executed. Continue to be vigilant, and lose no opportunity of assailing the rebels whenever you can do so.

It will always give me pleasure to recognize active and faithful discharge of duty, and to reward it as far as I can.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander G. M. COLVOCORESSES,
Commanding U. S. Ship Saratoga.

Abstract log of the U. S. ship Saratoga, Commander Colvocoresses, U. S. Navy, commanding.

July 26, 1864.—At anchor in Sapelo Sound. At 8:30 p. m. four boats left the ship on an expedition; the launch, in charge of Mr. Baldwin; first cutter, Boatswain P. J. Miller; third cutter, Acting Master's Mate Stannard; the whole expedition composed of 75 men and 2 pilots.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Foster, U. S. Army, regarding measures for increased security in Port Royal entrance.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., July 27, 1864.

GENERAL: You may remember that some importance has been attached to the passage between Port Royal and Calibogue Sound, and I have been written to by yourself and the general of the district in regard to its security by water.

Last night some examinations of the approaches by water were made by one of my officers without being perceived by your pickets. He anchored in a tug some 50 feet from Hilton Head Island, near the entrance of Skull Creek, and after passing entirely around Pinckney Island, came through Skull Creek, nearly touching the steamboats at the coal wharf with his oars. He was never hailed once from the shore.

I may inform you, by the way, that the result of these examinations indicates that Skull Creek is tolerably well observed by one of my steamers at each outlet, and may be made impassable to the rebels by a battery, etc.

But Mackay's Creek is unguarded and with water sufficient for rebel rams or other vessels to pass.

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* Not found. Reference to this is made in the diary of Rear-Admiral Dahlgren, and the incident is referred to in the log of the *Saratoga*.—COMPILERS.

I shall order it to be obstructed by a boom at its entrance into the Chechessee River, but as Pinckney Island is not occupied by the troops, this may be easily cut loose.

In order, therefore, to make sure of closing this passage, I would suggest that pickets be placed to give notice or hinder any attempt of the kind.

Some battery, also, should be placed, because I have posted two steamers to watch Skull Creek, and have no others to spare. If either are drawn off to where Mackay's Creek enters May River, Skull Creek will be more or less open.

I am, general, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Major-General J. G. FOSTER,
Comdg. Department of the South, Headquarters, Hilton Head.

[First endorsement.]

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., July 27, 1864.

Respectfully referred to General Hatch to enquire into and punish the carelessness or neglect of duty of our pickets.

J. G. FOSTER,
Major-General, Commanding.

[Second endorsement.]

HEADQUARTERS HILTON HEAD DISTRICT,
Hilton Head, S. C., July 29, 1864.

Respectfully returned to the major-general commanding, and his attention is invited to the accompanying report* of Captain Pickering, acting assistant inspector-general.

The return of the armed transports to Skull Creek would seem to be the only method of increasing security from attack along the shores of that stream, as Captain Pickering observes. With the small force at our disposal it is impossible to furnish a complete chain of pickets for the whole distance.

EDWARD E. POTTER,
Brigadier-General, Commanding.

[Telegram.]

HILTON HEAD, S. C., *July 28, 1864.*

The *Wabash* goes to sea to-day, leaving the brig containing rebel prisoners without protection. Would advise she be moved under cover of the guns of the *New Hampshire*.

DAHLGREN,
Admiral.

General FOSTER.

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* Not found.

[Telegram.]

NAVY DEPARTMENT, *July 29, 1864.*

Direct the *Arethusa* to proceed off Charleston and report to Rear-Admiral Dahlgren.

GIDEON WELLES,
Secretary of the Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Schimmelfennig, U. S. Army, acceding to request for torpedoes.

FLAGSHIP PHILADELPHIA,
Port Royal Harbor, S. C., July 29, 1864.

GENERAL: I am much obliged by your two letters,* just received, and send you, as requested, some torpedoes, with an officer of my staff to explain their use.

Our operations in the Stono felt the rebels in a weak point, and I hope we shall be able to renew it some day.

I am, general, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Brigadier-General A. SCHIMMELFENNIG,
Comdg. Northern District, Department of the South.

Extract from report of Captain Green, U. S. Navy, referring to proposition for the destruction of Fort Sumter by floating mines.

U. S. SHIP JOHN ADAMS,
Off Morris Island, July 29, 1864.

SIR: * * * I learn from Lieutenant-Commander [A. W.] Johnson that Colonel Gurney contemplates making an attempt to destroy Sumter by floating mines, etc. Should he carry his project into execution, I fear the safety of the vessels at this anchorage may be jeopardized by them, or whatever else he proposes to operate with getting adrift and fouling the vessels.

I shall endeavor to guard against an attempt from this source as well as others of a like character by the rebels, by providing the tugs and grapplings, which I have required from Port Royal.

I have also required four kedges for the tugs and two mooring buoys, which are wanted immediately.

I shall dispatch the *Flag* to-morrow night to Port Royal for supplies and repairs.

* * * * * * *

There has been no material change in the appearance of the walls of Sumter since you left.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, Port Royal Harbor.

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* Not found.

Letter from Major-General Foster, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, requesting loan of guns for new battery on Cumming's Point.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., July 30, 1864.

I have the honor to request the loan of six 100-pounder Parrott guns, to be placed in a new battery erected on Cumming's Point. I also beg leave to say that I will avail myself of your offer of some IX-inch guns for the battery at Spanish Wells, and will send for them in a day or two. I shall be obliged to borrow of you the ammunition for these guns, as we have none.

Respectfully and truly, yours,

J. G. FOSTER,
Major-General, Commanding.

Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, Present.

Destruction of salt works in the vicinity of Back River, Georgia, July 30, 1864.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report of Acting Volunteer Lieutenant Swann, U. S. Navy, commanding U. S. S. Potomska.

No. 386.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 8, 1864.

SIR: I enclose herewith a report from Captain Swann, commanding the U. S. S. *Potomska*, giving an account of a raid in which he succeeded in destroying an extensive rebel salt work, in the course of which his small force had a sharp skirmish with the rebels, in which he lost 1 man killed and 4 wounded.

The object of the expedition was, however, entirely accomplished, and there is every reason to believe that the rebels were punished severely by the fire from our boats.

Captain Swann speaks very highly of the Spencer rifles with which his men were armed.

I sent a steamer to bring up the wounded, and commended Captain Swann for the handsome manner in which the affair was executed.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. POTOMSKA, *July 30, 1864.*

SIR: I have the honor to report the destruction of two salt works on a creek leading out of Back River, 6 miles from its mouth. One of the works contained twelve pans and the other six. The pans were the largest I have ever seen and the masonry very substantial. I started from the ship at 2 this a. m. and landed at the first work just before daylight. I destroyed the pans so effectually that not one of them will hold water. I burned all the buildings, destroyed 150

bushels of salt, and broke up all the wagons. I took six contrabands employed in the works. The pans were three-fourths of an inch thick, and it took me so long to destroy them that I was not ready to return to the ship until 9:30 a. m. The water in the creek was then very low, and the swamp was from 5 to 6 feet above the gunwales of the boats, the creek at the time not being more than 10 feet wide and the water so shoal that in places we were forced to drag the boats through. At 10 a. m., when we had proceeded 1½ miles, we were fired on by the enemy from the marsh bordering the creek and at the distance of about 10 yards. I had my first and third cutters, commanding the expedition myself in the third cutter, with a crew of six men. I was followed by the first cutter, commanded by my executive officer, Acting Ensign Andrew Curtis, with 11 men. Their first volley was most effective, wounding 3 men in my boat, 1 mortally (since died) and 2 severely. There were 2 wounded by the same volley in the first cutter. Our arms, the Spencer rifles, saved us all from destruction, as the rapidity with which we fired caused the enemy to lie low, and their firing was after the first volley very wild. The sails of the first cutter were pierced by fourteen balls, and there are five in her hull. The third cutter was struck in hull and sails several times. We fought them three-fourths of an hour, some of the time up to our knees in mud, trying to land and capture them, and some of the time in the water with the boats for a breastwork. The mud was so soft that we found it impossible to land and fight them, but the raking fire we kept up on them, firing at the smoke of their guns, drove them off. We could hear the cries of their wounded, and several were shot while retreating. None of our wounded made any noise. I can not sufficiently commend the conduct of my executive officer, Andrew Curtis, and his coolness and bravery under the galling fire to which we were subjected deserve the notice of the Department. The men behaved beautifully, and one of them in my boat, Charles Sylvester, when wounded severely, the ball entering his shoulder and coming out of his back, said it was nothing but a flesh wound, and fought until we had driven the enemy back, he bleeding profusely all the while. Mr. Curtis speaks very highly of the conduct of Luther M. Millington, paymaster's steward. All the wounded are doing well, and the damage done to the enemy will more than compensate for our loss. I enclose a list of casualties. We expended 200 rounds of ammunition.

I am, sir, very respectfully, your obedient servant,

R. P. SWANN,
Acting Volunteer Lieutenant, Comdg. U. S. S. Potomska.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Subenclosure.]

JULY 31, 1864.

SIR: I have to report 5 men wounded in the expedition of July 30, 1864, namely, Henry W. Briggs, mortally, a Minié ball striking him about 4 inches to the left of the second lumbar vertebra, passing directly through the body, lodging beneath the skin on the right of the epigastric region. He died about 9 o'clock p. m. from internal hemorrhage. Charles E. Sylvester, seriously, the ball striking directly over the insertion of the deltoid muscle, passing out directly over the inferior angle of the scapula. James Butler, not seriously, a buckshot

wound under the eye; and Edward Merk, slightly on hip. Albert R. Dibble, slightly on thigh.

Respectfully,

CHARLES C. WILLIAMS,
Surgeon's Steward, in Charge.

Captain R. P. SWANN.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Acting Volunteer Lieutenant Swann, U. S. Navy, commanding U. S. S. Potomska, commending operations.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 5, 1864.

SIR: I have received yours of the 30th July, in which you inform me of an expedition sent from the *Potomska*, which destroyed some saltworks near Back River, Georgia, and that you repulsed an attack by the rebels while returning.

The death of Henry Briggs is much to be regretted; let all due respect be given to his remains and care taken that his family shall receive his effects and be benefited by whatever pension the law awards.

I send down the *Harvest Moon* to bring here the wounded for treatment and men to take their places.

I am entirely satisfied with the enterprise; continue to be vigilant, and spare no effort against the rebels; your report will be sent to the Navy Department.

Orders have been previously sent you to exchange stations with the *Braziliera*, as it was supposed it would suit both vessels better.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Acting Volunteer Lieutenant R. P. SWANN,
Commanding U. S. S. Potomska.

General order of Rear-Admiral Dahlgren, U. S. Navy.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 17, 1864.

On the 30th of July Acting Volunteer Lieutenant R. P. Swann, commanding U. S. S. *Potomska*, penetrated with his boats in the vicinity of Darien, Ga., and destroyed several extensive saltworks.

In the course of the operation a sharp skirmish ensued with the rebels, who, as usual, secreted themselves in the bushes and fired upon our men, of whom 1 was killed and 4 wounded.

The enemy was promptly repulsed by the fire from the *Potomska's* boats; and there is reason to believe he was severely punished.

The affair was creditably managed; for which my thanks are due to Acting Volunteer Lieutenant Swann, the officers, and men engaged in the expedition.

Commanders of vessels will have this order read on the quarter-deck to the ship's company the day after its reception.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Foster, U. S. Army, acceding to his request for a loan of guns.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., July 31, 1864.

GENERAL: Comformably to your request, six 100-pounder Parrotts will be loaned to you, and are at your disposal when it suits your convenience to send for them.

I expected to have obtained the IX-inch guns from the *Wabash*, but she has left this port, and I have required in the Bureau for some. When they arrive, I shall be glad to meet your wishes.

I am, General, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Major-General J. G. FOSTER,
Comdg. Department of the South, Headquarters, Hilton Head.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the conduct of the U. S. S. Nipsic in a gale.

No. 363.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., July 31, 1864.

SIR: The following extract from a communication from the commander of the *Nipsic*, dated July 26, does, I think, sustain my opinion in regard to her seagoing qualities:

> It is with pleasure, also, I report that I encountered the left half of a cyclone whose center was perhaps 100 miles to the eastward of me, and during two days the *Nipsic* rode it out under steam and sail beautifully.
>
> The gale only abated yesterday morning, but the behavior of this vessel completely dispelled all doubt as to her good qualities in heavy weather.
>
> During the blow I was some 60 miles off the coast, whither I had been led in chase of a schooner.

I may add that this gale was felt severely along the whole extent of this jurisdiction.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockadg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Commander Creighton, U. S. Navy, commanding U. S. S. Mingoe.

NAVY DEPARTMENT, *August 1, 1864.*

SIR: As soon as the U. S. S. *Mingoe* is ready for sea, proceed with her off Charleston and report to Rear-Admiral John A. Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander J. B. CREIGHTON,
Commanding U. S. S. Mingoe, Philadelphia.

Distribution of vessels of the South Atlantic Blockading Squadron, August 1, 1864.

Name.	Station.	Remarks.
*Williams	Murrell's Inlet	
Flambeau	Cape Romain	
*Hope	Bull's Bay	
Canandaigua	Charleston	Outside the bar.
Winona	do	Do.
Sanford	do	Do.
Wamsutta	do	Do.
Azalea	do	Do.
*Blunt	do	Do.
Sangamon	do	Inside the bar.
Catskill	do	Do.
Nantucket	do	Do.
Nahant	do	Do.
Lehigh	do	Do.
Montauk	do	Do.
Pawnee	do	Do.
*Supply	do	Do.
*Adams	do	Do.
Home	do	Do.
Gladiolus	do	Do.
Dandelion	do	Do.
Daffodil	do	Do.
Camelia	do	Do.
Catalpa	do	Do.
Laburnum	do	Do.
McDonough	Stono	
*Racer	do	
Stettin	North Edisto	
*Allen	St. Helena	
*Wild Cat	do	
*New Hampshire	Port Royal	
Dai Ching	do	
Philadelphia	do	
Carnation	do	
Jonquil	do	
Pettit	do	
Chatham	do	
*Sarah Bruen	do	
South Carolina	Tybee Island	
Memphis	do	
*Swift	do	
Patapsco	Wassaw Sound	
Cimarron	do	
*Lightning	do	
Paul Jones	Ossabaw	
*Fernandina	St. Catherine's	
Lodona	Sapelo	
*Saratoga	Doboy	
*Ward	do	
Potomska	St. Simon's	
*Braziliera	St. Andrew's	
*Perry	Fernandina	
Mahaska	St. John's	
Ottawa	do	
Hale	do	
*Mangham	Mosquito	
Passaic	Port Royal	Repairing.
Wissahickon	do	Do.
*Smith	do	Do.
Flag	do	Do.
Norwich	do	Do.
*Para	do	Do.
Geranium	do	Do.
Acacia	do	Do.
Larkspur	do	Do.
Iris	do	Do.
Sweet Brier	do	Do.
Clover	do	Do.
*Midnight	do	Do.
Sonoma	do	Do.
*Valparaiso		Hospital ship.
*Houghton		Health ship.
*Norfolk Packet		Quarantined at Tybee Roads.
James Adger		Towing Vermont.
Harvest Moon		Special duty.
Wabash		Cruising.
Nipsic		Do.
Oleander		Southern station with stores.

*Sailing vessels.

Distribution of vessels of the South Atlantic Blockading Squadron, August 1, 1864—Cont'd.

Name.	Station.	Remarks.
Marblehead		North for repairs.
Mohawk		Do.
Seneca		Do.
Huron		Do.
Unadilla		Do.
Chippewa		Do.
Rescue		Do.
New Ironsides		Do.
Housatonic		Sunk or stranded.
Weehawken		Do.
*Kingfisher		Do.
Madgie		Do.
Water Witch		Captured.
Columbine		Do.

*Sailing vessel.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, giving the stations of the regular line officers of the squadron, August 1, 1864.

Officer.	Vessel.	Rate.
CAPTAINS.		
Joseph F. Green	Canandaigua	Second.
John De Camp	Wabash	First.
COMMANDERS.		
William Reynolds	New Hampshire	Third.
G. M. Colvocoresses	Saratoga	Do.
J. C. Williamson	Flag	Do.
Thomas H. Patterson	James Adger	Do.
George B. Balch	Pawnee	Second.
N. B. Harrison	Catskill	Third.
Paul Shirley	Paul Jones	Do.
LIEUTENANT-COMMANDERS.		
John Madigan	Patapsco	Third.
Joseph M. Bradford	Fleet captain	
S. B. Luce	Nantucket	Do.
Alex. A. Semmes	Lehigh	Do.
Jonathan Young	Sangamon	Do.
William K. Mayo	Nahant	Do.
T. Scott Fillebrown	Passaic	Do.
E. E. Stone	Cimarron	Do.
R. F. R. Lewis	Mahaska	Do.
A. W. Johnson	Montauk	Do.
S. Livingston Breese	Ottawa	Fourth.
William H. Dana	Winona	Do.
J. C. Chaplin	Dai Ching	Do.
E. O. Matthews	Sonoma	Third.
A. F. Crosman	Nipsic	Fourth.
R. L. Phythian	McDonough	Do.
LIEUTENANTS.		
Alfred T. Mahan	Wissahickon	Fourth.
Gilbert C. Wiltse	Catskill	Third.
James O'Kane	Sangamon	Do.
H. De Haven Manley	Canandaigua	Second.
William Whitehead	Pawnee	Do.
William T. Sampson	Patapsco	Third.
George W. Hayward	Nantucket	Do.
John W. Philip	Montauk	Do.
Henry F. Picking	Wabash	First.
E. C. V. Blake	do	Do.
Moreau Forrest	do	Do.

Report of Rear-Admiral Dahlgren, U. S. Navy, giving the stations of the regular line officers of the squadron, August 1, 1864—Continued.

Officer.	Vessel.	Rate.
LIEUTENANTS—continued.		
Henry C. Tallinan	Nahant	Third.
Henry L. Johnson	Passaic	Do.
John H. Reed	Lehigh	Do.
Walter Abbot	Canandaigua	Second.
C. W. Tracy	Patapsco	Third.
Mortimer L. Johnson	Staff	
ENSIGNS.		
Henry Glass	Pawnee	Second.
Ernest J. Dichman	Staff	
John C. Pegram	do	
C. H. Craven	do	
ACTING ENSIGNS.		
William C. Wise	Canandaigua	Second.
Richard P. Leary	Sangamon	Third.
George M. McClure	Wabash	First.
George T. Davis	do	Do.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Chaplin, U. S. Navy, to perform temporary duty as senior officer at Stono, S. C.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 1, 1864.

SIR: You will take temporary command of the U. S. S. *McDonough*, now at Stono, relieving Captain Phythian as senior officer there.

You will leave here in the *Massachusetts*.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander J. C. CHAPLIN,
Commanding U. S. S. Dai-Ching.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Patterson, U. S. Navy, commanding U. S. S. James Adger, to perform towing or convoy duty.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 1, 1864.

SIR: You will proceed to sea with the *James Adger* under your command, in company with the *Vermont*, either taking her in tow or acting as her convoy, as circumstances may require, to a point about 300 miles to the northward of Port Royal, when you will part company with the *Vermont* and return to this anchorage, reporting your arrival to me.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander THOMAS H. PATTERSON,
Commanding U. S. S. James Adger.

Report of Rear-Admiral Dahlgren, U. S. Navy, submitting plan of attack against Confederate defenses on James Island, South Carolina.

No. 362.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 1, 1864.

SIR: In a previous communication I informed the Department that certain measures were contemplated in order to frustrate the intentions of the rebels to export a large quantity of cotton, and to cover the movement by an attack from within and without.

By way of precaution I placed seaward, as cruisers, the few vessels I had which were suitable to capture the *Alabama* or *Florida*, if either appeared, and a joint expedition to Stono also was devised to divert attention. The result of this has already been reported.

I was inclined to push this to a serious result, but the general conceived the force in his front to be too considerable and drew off. On further consideration, I believe that with 10,000 good soldiers added to the present force we could turn the rebel defense on James Island and reach Charleston, and I observe from the rebel papers that the idea was apprehended by them.

If, during the lull before Richmond, General Grant could spare the men for three weeks, I feel sure that the rebels could be so disturbed here as to assist him and General Sherman by dragging off force from Richmond.

This sketch will explain: "P—S" is the rebel line of works extending from the Stono River to the marsh separating James Island from Folly Island. Battery Pringle ("P") is a regular earthwork of 8 guns, with bombproofs and full traverses. A little farther is battery Tynes, with 5 guns, both carefully built. Secessionville is on the left; its strength was tried by General Benham in 1862; there are intermediate works. "A" is our advanced position from Folly Island. The ground between is controlled and picketed by the rebels, but not held in force, and they (on it) fall back to the lines when pushed vigorously. "B" was the position of our left under General Hatch.

The fleet held the river and connected our right and left; it was in fact the center of the operation; the channel is very narrow and has just water to pass a monitor.

"C" is the extreme of a narrow belt of woods extending from Mr. Paul Grimball's house below the bend. Here I offered to plant a battery of ten 100-pounders or XI-inch guns, which could be done unperceived under cover of the woods, and silence Pringle and Tynes (distant 1,700 yards); this done two monitors would move up and enfilade the line.

It was indispensable, however, that the position at "B" should be held securely, or the naval battery at "C" would be lost; the monitors once above Pringle would sweep the ground in front of "B."

Ten thousand men could be moved without baggage in three days by water from Fortress Monroe, and the blow struck quick as lightning.

Pringle and Tynes once treated as designed, the troops could cross from "B" to their rear and render the rebel lines useless.

I have seen nothing that promises so well with so small a force, and the rebels are unprepared for such an exigency; they certainly were so when we held the ground as indicated. As it was, General Hatch did actually reach "B," but as he moved obliquely across John's Island from the Edisto, the rebels used the time to collect and were in force,

so that after two or three conflicts it was deemed best to retire, which was done to an engineer's wharf in the rear of the fleet; the men were embarked without a shot fired at them. I held position until the next day. General Schimmelfennig had advanced from "A" and drove the rebels vigorously before him, seizing two cannon; the ground between his front and the rebel line being swept continually by the guns of the fleet, he was not disturbed.

The plan is well worth considering, and if undertaken by a column of good troops, will, I feel sure, endanger Charleston and produce corresponding effect. General Foster does not consider it feasible with the small force he has. I feel sure of my part.

Along the coast generally things remain as usual, wear and tear being the great evil, rendering my presence at this port frequently indispensable in order to disperse the crowd of disabled vessels that flock here with tubes that want scaling, bottoms foul, and every evil that can befall steamers or sailing vessels.

By dint of great care the smallpox, which appeared so formidably in the *New Hampshire* with her 1,000 men has been suppressed; there were 24 cases and 4 deaths.

The *Paul Jones* has been stationed at Ossabaw since the loss of the *Water Witch*, with the occasional attendance of a small steamer. Captain Stone, who commands the *Paul Jones*, has been so unlucky as to lose two scouting parties, which endeavored to observe the rebel position; first, Acting Master Durand with 2 men, and not long since a rebel deserter and 2 seamen. Accidents are of course unavoidable in such enterprises.

The establishments ashore at Bay Point and Station Creek are advancing rapidly and promise exceedingly well.

The discipline of the squadron, however, demands careful treatment. Of the 800 officers, there is scarcely one-fifth who are regulars and are acquainted with naval discipline. There are but few old sailors among the men, and therefore most of them have had but little knowledge of the training of the Navy, as it was. The newcomers, officers and men, are well disposed, and when they depart from usage will not do so intentionally; still their future must depend on the direction it receives now. Under the pressure of active service it will be impossible to give the subject the attention it deserves and some reliance must therefore be placed on sharp example.

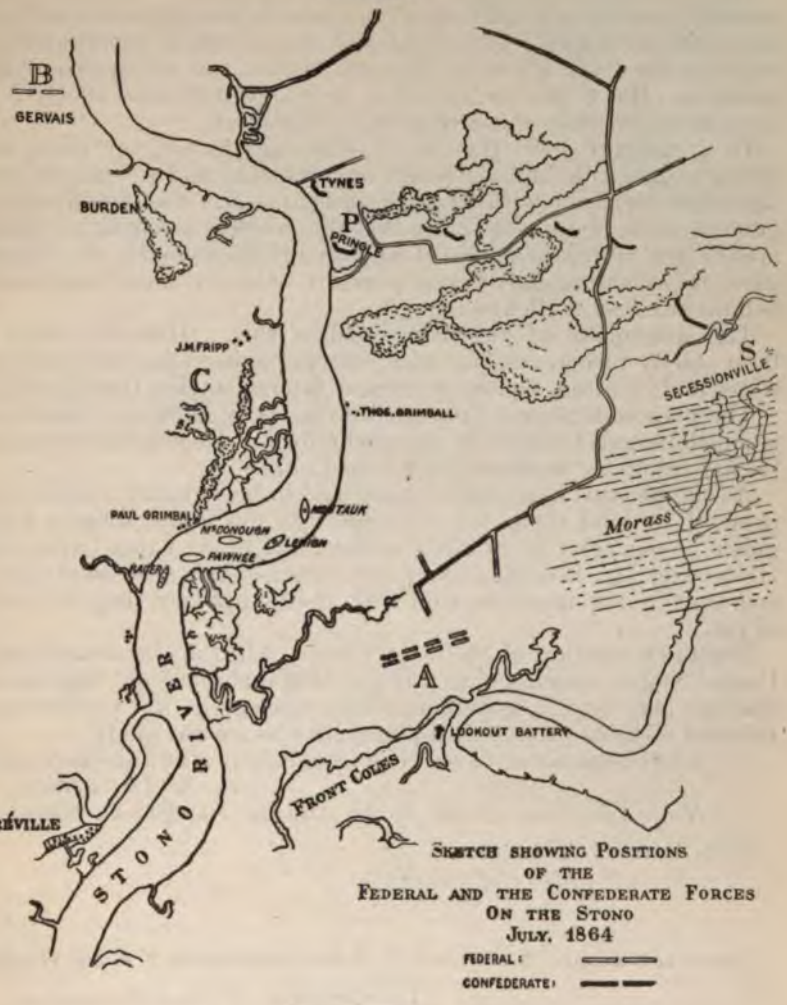
There is nothing now to detain the *Vermont* but the tide, which will full this evening, and I expect her then to go to sea.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]



Boat expedition under Commander Colvocoresses, U. S. Navy, to McIntosh Court-House, Ga., August 1–4, 1864.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting reports.

No. 385.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 8, 1864.

SIR: I forward to the Department two* reports of very creditable excursions into the rebel territory.

These clearly exhibit how entirely the country is denuded of its fighting men. Of 26 persons picked up at a county meeting, but few were between the ages of 20 and 50.

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*See also dispatch No. 386, transmitting report of Swann to Dahlgren, p. 584.

The only force left in this quarter is some 6,000 to 7,000 troops, extended on the railroad from Charleston to Savannah, and being thus movable, are capable, by the aid of strong works at various places, of resisting the force which the general thinks can be drawn from his position. But to the southward it is evident that the effective male population has been conscripted and withdrawn.

In a military sense this is of little importance, for there are no strong points to hold much south of Savannah, and we can not occupy the whole territory without populating it. But it is significant in the general view, because it shows that the military strength of rebeldom is collected in its two armies at Atlanta and Richmond. At the former place it is yielding daily to our pressure, while General Grant securely detains the rest at Richmond.

The statements of fugitives confirm this. Hitherto these have been chiefly foreigners, but now natives begin to flee and bring away wives and children, conscription and famine staring them in the face.

These considerations should confirm every Northern heart in its resolutions and stimulate to renewed efforts. Rebeldom has exhausted its last resource; we have not touched ours.

As the persons now captured are said to be of some consideration, I propose to hold them for exchange with our naval officers who languish in captivity in South Carolina, and request that Captain J. G. Hester and Mr. Postell, master and owner of the *Pocahontas* and *Ida*, and sent North in connection with these captures, may be returned to me.

The town meeting of McIntosh County will thus be transferred to a United States vessel, and it is hoped that under the old flag the deliberations may be of a more beneficial tendency, as the parties are now relieved of their proposed responsibility as a coast guard.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Colvocoresses, U. S. Navy, commanding U. S. ship Saratoga.

U. S. SLOOP OF WAR SARATOGA,
Doboy Sound, Ga., August 6, 1864.

SIR: I have the honor to submit the following report of an expedition which left the *Saratoga*, the ship under my command, on the evening of the 2d instant:

Object of the expedition.

It was to surprise and capture the male inhabitants who had been ordered to meet at the court-house of McIntosh County, Ga., on the 3d day of August, for the purpose of forming themselves into a coast guard, which order I had read in the Savannah Republican of the 27th of July, 1864.

Personnel of the expedition.

It consisted of myself, Acting Ensign Edward Rogers, Acting Ensign George O. Fabens, Boatswain Philip J. Miller, Acting Master's

Mates William A. Stannard and Thomas Dalton, Acting Captain's Clerk John W. McReynolds, and 107 sailors and marines, making a total of 115 persons, including Dr. Winthrop Butler, who accompanied the expedition as surgeon.

Departure from the ship and landing on the mainland.

The expedition left the ship on Tuesday, August 2, 4:30 p. m., in seven boats, and reached the mainland shortly after 9 o'clock p. m. The night was very favorable to our design, there being no moon by which the enemy could discover our movements as we approached the landing.

March and arrival of the expedition at the court-house.

As soon as the expedition was landed, I sent all the boats back to the ship, with an order to the executive officer to let them meet me the next day at the landing called The Ridge, some 7 miles distant from the first landing but nearer to the ship. The expedition was then formed into a line, and Acting Master's Mate Stannard with 5 men sent ahead as skirmishers. The expedition being now ready to move forward, we began our march. We did not meet with any person or see any house until 12 o'clock, when the skirmishers fell back to the line, and Mr. Stannard reported a dwelling house ahead. We passed it as silently as possible, in order not to awake the inmates, and in a few minutes after we found ourselves on the main road leading to Savannah. We proceeded on this road until we came to a bridge, when the expedition was halted, and I directed Mr. Miller and 7 men to take charge of the bridge and capture everyone who should attempt to pass over it coming from the direction of the court-house, and also to burn the bridge at 11 o'clock in the day, which I calculated would be about the hour the meeting at the court-house would take place, and thereby not only prevent anyone escaping in that direction, on our making the intended assault, but prevent, likewise, an attack on our rear from some 300 cavalry which I had been informed were encamped a few miles beyond the bridge.

Having thus disposed of Mr. Miller and his command, the expedition resumed its march, and on reaching the road which led to the court-house I divided my forces, giving Mr. Rogers one-half, with which he marched on to the right of the court-house, while with the other half I proceeded to the left of the court-house. When we arrived abreast of the building we all took to the neighboring woods and there remained concealed until the proper time for making the attack should arrive, which was the same that had been fixed on for firing the bridge left in charge of Mr. Miller.

When the signal for attacking was made we immediately charged at a double quick and completely surrounded the meeting, and all who composed it were captured except 3, who succeeded in making their escape. By this time Mr. Miller and his command had arrived, bringing with him 11 men whom he had captured near the bridge. He also brought a number of horses and buggies. There being no prospect after the bridge was set on fire of our taking any more prisoners, I gave the order on the arrival of Mr. Miller for the expedition to again form into line, and, placing the prisoners in the center, we started to return to the ship. When about halfway we captured

3 more men, who were on their way to the meeting. As we proceeded I caused every bridge we crossed to be destroyed to prevent pursuit. I also burned the large encampment which stood near the road leading to Darien, and which was to have been occupied by the force now being raised to defend the coast.

The expedition arrived safely at The Ridge at sunset, but as my order in regard to the boats had been misunderstood we did not reach the ship until about noon next day.

The following is a summary of what the expedition accomplished: We took 26 prisoners, 22 horses and buggies, destroyed 2 bridges, and burned a large encampment which the enemy greatly needed for the protection of his forces, and we did this in broad daylight and 15 miles from our boats without losing a single life or meeting with any unpleasant accident.

You will perceive, sir, on examining the descriptive list of these prisoners, that several of them held, at the time of their capture, important civil offices.

It affords me great satisfaction to close this report with the acknowledgment that I am much indebted for the success of the enterprise to the officers and men under my command. The behavior of both throughout was truly admirable.

Very respectfully, your obedient servant.

GEO. M. COLVOCORESSES,
Commander, U. S. Navy.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

Joseph S. Durant; age 33 years, complexion light, height 5 feet 7 inches, eyes gray, hair light, occupation planter, and tax collector for the county of McIntosh, which office exempts him from both State and Confederate Government service; citizen of McIntosh County, Ga. He states that about fourteen months previous to his receiving the above commission he had served twelve months in the Confederate Army; he has never been in battle.

William Summerline; age 57 years, complexion light, height 5 feet 8 inches, eyes gray, occupation planter; right leg amputated below the knee four years ago. Has never served in the Army under the Confederate Government; citizen of McIntosh County, Ga.

Converse Parkhurst; age 51 years, complexion dark, height 5 feet 8 inches, eyes gray, occupation merchant; citizen of McIntosh County, Ga. Remarks: He states he has never been in the military service of the Confederate Government; formerly resided in Darien. His family are residing in New York.

William Donnelly; age 53, complexion florid, height 5 feet 3½ inches, eyes blue, occupation tinsmith and farmer; is also coroner for the county; "W. D." and American flag and pole on left arm; citizen of McIntosh County, Ga. Remarks: He states that he has never been in service under the Confederate Government. Carried with him a revolver for self-defense in the execution of his duty.

William Nelson; age 51, complexion florid, height 6 feet, occupation farmer; citizen of McIntosh County, Ga. Remarks: He states that he served six months in the Confederate service at the beginning

of the war; also that he had not applied for any military office under the order of meeting.

Charles Trezevant; age 50, complexion florid, eyes blue, gray hair, height 5 feet 11 inches, occupation farmer; citizen of McIntosh County, Ga. Remarks: States that he has never served under the Confederate Government. Partial paralysis in the legs. He had with him a double-barrel gun, which he says he was carrying home.

William R. Townsend; age 58 years, complexion light, eyes blue, height 5 feet 7 inches, occupation farmer and shoemaker; citizen of McIntosh County, Ga. Remarks: States that he never has served under the Confederate Government.

William J. Cannon; age 60 years, complexion florid, eyes blue, hair gray, height 5 feet 9 inches, occupation farmer and salt maker; citizen of McIntosh County, Ga. Remarks: States that he has never served under the Confederate Government, nor ever taken up arms against the United States Government.

William Thorpe; age 46 years, complexion dark, eyes brown, height 6 feet, occupation farmer and justice of the peace for the county; citizen of McIntosh County, Ga. Remarks: His general health bad, and states that he served four months in the Confederate service at the beginning of the war.

James R. Webber; age 55 years, complexion dark, eyes blue, hair partially gray, height 5 feet 9 inches, occupation sawyer and farmer; citizen of McIntosh County, Ga. Remarks: States that he never has served in the service of the Confederate Government.

C. Bennett; age 51 years, complexion light, eyes blue and slightly crossed, height 5 feet 9 inches, occupation shoemaker; citizen of McIntosh County, Ga. Remarks: States that he has never been in the military service of the State or Confederate Government.

George Young; age 51 years, complexion dark, eyes gray, hair brown, height 5 feet 9½ inches, occupation farmer and wheelwright; citizen of McIntosh County, Ga. Remarks: States that he never was in the service of the State or Confederate Government.

Macgregor Blount; age 52 years, complexion light, eyes blue, hair sandy, height 5 feet 11 inches, occupation farmer; citizen of McIntosh County, Ga. Remarks: States that he has served in the Confederate Army thirteen months.

William Sallet; age 58 years, eyes blue, hair dark, complexion dark, height 5 feet 6½ inches, occupation planter; citizen of McIntosh County, Ga. Remarks: States that he never served under the Confederate Government. A revolver was found on him, and he states that he has carried it for several years for self-defense against a citizen.

William D. Rowe; age 52 years, complexion light, eyes blue, hair gray, height 5 feet 8 inches, occupation farmer; citizen of McIntosh County, Ga. Remarks: States that he never has served in the military service under the Confederate Government.

James Slater; age 53 years, complexion dark, eyes blue, hair dark, height 5 feet 11 inches, occupation engineer and machinist; citizen of Clinch County, Ga. Remarks: States that he never has served under the Confederate Government, nor has he ever been engaged in doing work for them at his business.

John Blount; age 52 years, complexion light, eyes gray, hair partially gray, height 5 feet 5 inches, occupation farmer; citizen of

McIntosh County, Ga. Remarks: Never has served in the military service of the Confederate Government.

B. Le Sueur; age 32 years, complexion dark, eyes dark, height 5 feet 8 inches; citizen of McIntosh County, Ga. Remarks: States that he has served in the Confederate Army for twelve months as a private. Exempt from military service by a permit from the Government, on account of manufacturing salt. He was engaged in making salt near South Newport, Ga., for a private company; is manager of the works. States also that he has never applied for any military office under the Confederate Government.

James D. McDonald; age 50 years, complexion dark, eyes blue, hair light, height 5 feet 5 inches, occupation farmer and salt maker; citizen of Twiggs County, Ga. Remarks: States that he was engaged in making salt as an employé of a private company, having a special exemption from military duty from the Government to do so; also states that he never has served in the military of the State or Confederate Government.

Samuel R. J. Thorpe; age 40 years, complexion light, eyes brown, hair brown and slightly gray, height 6 feet 1 inch, occupation farmer; citizen of McIntosh County, Ga. Remarks: States that he has never served in the military service of the State or Confederate Government.

John Hendrickson; age 51 years, complexion light, eyes dark blue, hair light, height 5 feet 8 inches, occupation taking care of 100 rafts of timber for Carl Epping, agent for the company [of] Mr. Heerishers, in Savannah, Ga.; citizen of McIntosh County, Ga. Remarks: States that he has never served under the Confederate Government.

George Johnston; age 16 years, complexion dark, eyes hazel, hair brown, height 5 feet 4 inches. Remarks: A boy, and has no occupation; lives with his widowed mother at Johnston Station, McIntosh County, Ga.

Daniel Lane; age 16 years, eyes gray, complexion dark, hair brown, height 5 feet 5½ inches. Remarks: No occupation; son of a widow; citizen of McIntosh County, Ga.

Obed S. Davis; age 20 years, complexion dark, eyes hazel, hair brown and curly, height 6 feet 3 inches, occupation planter; citizen of McIntosh County, Ga. Remarks: States that he has been a soldier in the Confederate Army three years by next October, and found at home without permission.

John Chapman; age 55 years, complexion light, eyes gray, hair sandy, height 5 feet 9½ inches, occupation planter, citizen of McIntosh County, Ga. Remarks: States that he has never been in the military service of the State or Confederate Government.

Isham L. Johnston; age 36 years, complexion dark, eyes black, hair black, height 5 feet 6½ inches, occupation planter, and is a justice of the inferior court; citizen of McIntosh County, Ga. Remarks: States that he has served six months in the Confederate Army at the beginning of the war; also states that the said office of justice of the inferior court exempts from military duty, both under the State and Confederate Government.

I hereby certify that the foregoing is a correct descriptive list of the persons captured at McIntosh Court-House on Wednesday, August 3, 1864, by me.

G. M. Colvocoresses,
Commander, U. S. Navy.

Order of Rear-Admiral Dahlgren to Commander Colvocoresses regarding the disposition of prisoners.

FLAG-STEAMER HARVEST MOON,
Doboy Sound, Georgia, August 11, 1864.

SIR: You will take the first opportunity of a steamer passing hence to the northward to transfer to the U. S. S. *South Carolina*, now in the Savannah River, the 26 rebel prisoners which you have recently captured.

Proper measures should be taken to prevent any attempt at escape.

I have signified to the principal men sent to the *Saratoga* that I will hold them prisoners until an exchange can be made for the officers of my squadron, now prisoners, and who have been held as such for nearly a year.

I have also told them that they will be allowed to communicate this, through me, to the commanding officer at Charleston, and nothing more, and no communication to be held with anyone else, North or South.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander G. M. COLVOCORESSES,
Commanding U. S. Ship Saratoga.

General order of Rear-Admiral Dahlgren, U. S. Navy, expressing thanks to officers and men.

U. S. FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 15, 1864.

Captain Colvocoresses, commanding U. S. sloop of war *Saratoga*, has recently effected the capture of a county meeting in McIntosh County in an exceedingly creditable manner to himself and his party.

The rebel Colonel Gaulden, commanding the coast guard, ordered a meeting of the reserve militia of McIntosh County on the 3d August at the county court-house.

Captain Colvocoresses having been favored with a sight of the notice in a Savannah paper, and feeling considerable interest in the object of the meeting, concluded that he would attend it also, which he did, with a number of United States citizens serving at the time on board the U. S. S. *Saratoga* as officers, seamen, and marines. Having a considerable distance to go by land and water, Captain Colvocoresses started from his ship the day before, and after a night's march reached Sapelo [River] bridge, where he stationed a small party under Boatswain Philip J. Miller to intercept a party of cavalry said to be in the rear, and also to prevent the escape of fugitives. The main body then proceeded some miles farther toward the court-house, where it was divided and placed so as to surround the building, but concealed from view.

When the appointed time arrived, Mr. Miller set fire to the bridge, and at the signal the main body rushed out and joined the meeting. Soon after Mr. Miller arrived with some citizens that he had picked up by the way.

Captain Colvocoresses then read to the meeting from the newspaper the order of Colonel Gaulden for their assembling, and, regretting that

the colonel had failed to attend, he invited the meeting to accompany him, which they did, and arrived safely on board the *Saratoga*, where they meet daily under the United States flag.

Colonel Gaulden has since published a statement in which he professes himself to be much humiliated by the occurrence, for which there is no occasion, as his friends are in better company than they were before.

He also pays his compliments to Captain Colvocoresses, and says that "when he calls to see him again, he (Colonel G.) shall be at home and will try to give him a more respectful reception."

I think I can answer for Captain Colvocoresses that he duly appreciates the colonel's politeness and will endeavor to reciprocate.

The whole affair does great credit to Captain Colvocoresses, his officers and men. With him were Acting Ensigns Edward Rogers and George O. Fabens, Boatswain Philip J. Miller, Acting Master's Mates William A. Stannard and Thomas Dalton, Acting Captain's Clerk John W. McReynolds, and Dr. Winthrop Butler; and I take this opportunity of expressing my thanks to him, to them, and to the men.

Commanders of vessels will have this order read on the quarter deck to all hands the day after its reception.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Abstract log of the U. S. ship Saratoga, Commander Colvocoresses, U. S. Navy.

June 15, 1864.—At 3:30 p. m. came to with the starboard anchor in Port Royal Harbor.

June 23.—At 1:30 p. m. came to anchor, Sapelo light-house bearing W. N. W., distant about 6 miles.

August 1.—From meridian to 4 p. m. all hands getting the expedition ready. At 4:30 p. m. the expedition started, captain [Colvocoresses] in command, 6 boats and 110 men, including officers.

August 3.—At 3 a. m. the boats returned to the ship. At 2:40 p. m. Acting Master's Mate Chase started with all the boats, assisted by the *T. A. Ward's* boats, to go to The Ridge to take the captain and party that went on expedition on board. At 6:30 p. m. boats out of sight behind Doboy Island, in the direction of The Ridge, a squall blowing ahead at the time.

August 4.—At 1 a. m. John W. McReynolds returned in a canoe; reported the boats not arrived at the landing. At 1:30 dispatched him at once to go in search of the boats, and to take them to the right landing. At 2:30 called all hands to quarters, a hail from a boat being reported. Nothing further taking place, piped down at 3 a. m. At 1:30 p. m. the expedition returned with 26 prisoners. John Steward, seaman, missing.

Additional report of Rear-Admiral Dahlgren, U. S. Navy.

No. 417.] FLAG-STEAMER HARVEST MOON,
Off Morris Island, South Carolina, August 23, 1864.

SIR: I have already informed the Department that Captain Colvocoresses had taken twenty-six citizens in McIntosh County, who had

assembled there by an official order from Colonel Gaulden and the Governor of Georgia.

These persons were not taken whilst in pursuit of their ordinary avocations, but in the act of organizing as a military body to assail the officers and men of this command whilst executing their duties. For that reason I have retained them as prisoners, and as such offered to exchange them for the naval officers that have been in captivity so long. The rebel general, however, refuses to consider them in that light, or to exchange them.

I remain of the opinion that they are properly prisoners of war, but request that the Department will give such directions as it may deem proper.

I have only time now to submit the principal facts of the case, but I will enclose copies of my letter and the rebel general's reply by next mail.

I have the honor to be, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting correspondence with Major-General Jones, C. S. Army, commanding at Charleston, requesting permission to forward necessaries to Union prisoners, and offering exchange.

No. 424.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 26, 1864.

SIR: I enclose herewith copies of a correspondence with the rebel general commanding in Charleston.

I had learned that our officers there were suffering for certain necessary articles of diet, and wrote requesting that these might be furnished, or that I might be allowed to send them.

I also took the opportunity of stating that certain persons had been lately captured in McIntosh County, and offered, if the rebel general would exchange for navy officers, to refer the matter to the Department.

The reply was that I might send clothing and small sums of money, but not the articles of food mentioned.

The offered exchange was declined on the ground that these persons taken were not prisoners of war. The reply was couched in offensive language and allusions.

My reply is given in the annexed copy.

A copy of the letter of the prisoners to General Jones is also transmitted.

I now request the decision of the Department as to the status of these prisoners.

It is beyond question that they had been called together to organize and arm in order to operate against the landing of our men. This is proven by the notice in the Savannah Republican which caused the meeting, and also by portions of letters subsequently written by Colonel Gaulden, in which are such passages as these:

From the patriotic interest which you have taken in my attempt to organize the reserved militia in the three counties of McIntosh, Liberty, and Bryan, I presume

you and your readers would like to hear the result of my labors. The enrollment and organization are complete, and we are ready to take the field with upwards of 200 men.

* * * * * * *

These troops act in cooperation with the regular troops on the coast, the number of whom the enemy will find out when they come.

* * * * * * *

The people of the counties have responded with great alacrity and patriotism, particularly in the little county of Bryan. Their conduct in this regard deserves my thanks and this particular notice. Two of the justices of the inferior court promptly volunteered, though exempt.

* * * * * * *

Under the circumstances there was little doubt that the meeting would have been speedily in arms, but the prompt action of Captain Colvocoresses prevented the overt act. The prisoners are not at liberty to plead this in bar of their being an armed organization, and therefore prisoners of war. At the same time it remains for the Department to decide, and I await its instructions, which I would request also in regard to some other persons taken in a subsequent expedition. Two of them are small farmers, who were not in arms, and were attending to their work, men past 60 years of age; shall these be released and sent to their homes?

A few others were engaged in laboring at the salt works.

Will the Department please to give me its decision, when convenient, as these persons are in the way on ship board?

I have the honor to be, very respectfully, your obedient servant.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 12, 1864.

SIR: I am informed that there are 16 naval officers confined in prison in the city of Charleston, who are destitute of clothing and many of the necessaries of life, such as flour, butter, coffee, sugar, soap, etc. I have to request that you will either furnish them with these articles, or that you will allow me to do so.

I have to inform you that I now hold as prisoners 25 citizens of Georgia, captured August 3 at McIntosh County court-house, Ga.

Their names, as reported by them, will be found in the annexed list.*

If you feel disposed to exchange any of these persons for any of the naval officers captured in September, 1863, at Fort Sumter or elsewhere, at any time, within the limits of this command, and will inform me thereof, I will submit the question to the consideration of the Navy Department.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

General SAMUEL JONES,
Commanding Charleston, S. C.

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* Omitted. This list repeats the names in Commander Colvocoresses' list, except that of Obed S. Davis.—COMPILERS.

U. S. SLOOP OF WAR SARATOGA,
August 12, 1864.

SIR: A naval expedition gotten up by the blockading squadron off the coast of Georgia to prevent the organization of the men called together by Colonel William B. Gaulden, aid-de-camp to his Excellency the Governor of Georgia, arrested twenty-six persons, residents of Georgia, some of us by civil position and occupation not liable to military duty.

Rear-Admiral J. A. Dahlgren tells us that we will be held on prison ship to be exchanged for his naval officers now held in prison, and that our treatment shall be the same as theirs; that he has heard that those naval officers have recently been deprived of some of the necessaries of life. We would like for you to use your best endeavors to have us exchanged as early as possible, and in the meantime to communicate with Colonel William B. Gaulden, Hinesville, Ga., who was ordered by his Excellency, Governor Brown, to report to General McLaws, Savannah; also with C. Day, Macon, Ga., and Dr. H. S. Wimberly, Jeffersonville, Ga.

B. LE SUEUR,
[And 25 others.]

Major-General SAMUEL JONES,
Comdg. Military District of S. C., Ga., and Fla.

HDQRS. DEPT. OF S. C., GA., AND FLA.,
Charleston, S. C., August 16, 1864.

SIR: I received last night your letter of the 12th instant.

The officers of the U. S. Navy, prisoners of war, now in this city, to whom you refer, will be permitted to receive any clothing you may send them to meet their present wants.

In view of the diligence with which the troops of your Government have sought for and stolen or wantonly destroyed all manner of clothing, even the apparel of women and children, that they could find in our country, and this in many cases by the general commanding, it may seem somewhat singular that I should permit this indulgence. I desire it, therefore, to be distinctly understood that I do it only because I believe a like indulgence is allowed our officers, now prisoners of war.

I can not permit them to receive from you the other articles you mention.

They receive now the same rations in kind and quantity that our own officers receive. If the articles you mention are not issued to them regularly, it is only because of the blockade of our coast maintained by your Government and the destruction of grain, agricultural implements, and means of transportation by its armies. I can not permit any running of the blockade for the exclusive use and benefit of those who maintain it. Your officers will be permitted, as heretofore, to receive money in reasonable sums, and to purchase what they want in our markets.

It seems that, in order to procure the release of certain of your officers, now prisoners of war, you recently sent to the coast of Georgia and kidnaped twenty-five citizens. You now inform me that you hold them as prisoners and that if I "feel disposed to exchange

any of those persons for any of the naval officers captured in September, 1863, at Fort Sumter or elsewhere at any time within the limits of this command, and will inform me (you) thereof, I (you) will submit the question to the Navy Department." I know not on what principle you propose to exchange "citizens," whom you have caused to be kidnaped and forcibly carried away from their homes and imprisoned, for officers captured in battle with arms in their hands. You might, perhaps, without going as far as the coast of Georgia, have captured men whom you could, with propriety, have offered in exchange for your officers, but you would have found them armed, and would have been obliged to fight and overcome before capturing them. You need not trouble the Navy Department with the question, as I do not feel disposed to aid you to profit by your own wrong by exchanging officers captured in battle for private citizens captured so wantonly and at so little risk to the captors. But I will exchange the officers you refer to for an equal number of Confederate States officers, prisoners of war, of like grade, rank for rank or their equivalents, my Government designating its officers to be exchanged. If you think it proper to accede to this proposition, you have only to notify me when you are prepared to make the exchange.

The clothing you may send in boxes easily handled, in a small boat, to the usual point of meeting off Battery Marshall, but as Major-General Foster has requested that communication between us be only by way of Port Royal Ferry, I have to request that in future any communication you may desire to send to me which does not require immediate action be sent to that point.

Very respectfully, your obedient servant,

SAM JONES,
Major-General.

Rear-Admiral J. A. DAHLGREN,
U. S. Flag-Steamer Philadelphia.

U. S. FLAGSHIP PHILADELPHIA,
Port Royal Harbor, S. C., August 25, 1864.

SIR: Your communication of the 16th reached me at this place.

Conformably to the conditions imposed in your letter, I shall cause to be forwarded clothing and money to the Union officers whom you have prisoners, protesting at the same time against your detaining from them such food as I may wish to send them, but which you have not to give them.

If you do suffer, as you allege, for want of food, it is of your own choice, and you have no right to impose the consequences on others who had nothing to do with that choice.

It might be unpleasant for those around to see Union officers provided with necessaries that they have not; if so, and you would avoid it, then parole your prisoners; you have no right to make them suffer in this way.

It is not true that I caused twenty-six citizens of Georgia to be kidnaped that I might procure the release of my officers who are now prisoners of war.

These men had assembled by public notice for the purpose of taking up arms against the flag of the Union, which has also been distinctly

stated since in the Savannah Republican by Colonel Gaulden, who issued the order.

In a communication dated August 16 he speaks of "this attempt to organize the reserved militia in McIntosh, Liberty, and Bryan." In another place he speaks of them as "Troops to act in cooperation with the regular troops on the coast, the number of whom the enemy will find out when they come."

It is also said in a letter from these citizens, which I enclose you herewith, that the purpose of the expedition was to prevent their organizing.

The commander of the *Saratoga*, having seen the Savannah Republican, went there and captured all that appeared.

If these men had been armed there could have been no question as to their being prisoners of war, as they had been called together to organize and arm. I think there is just as little question as to their being prisoners of war; at the same time, that remains to be decided by the United States Government.

In the hope that you might be induced to release from a captivity that has lasted nearly a year some officers of this squadron, I offered to exchange these prisoners for my own officers.

You may be assured that while they are in my hands they will be properly fed and their wants attended to.

Had these citizens been pursuing their avocations peaceably it is not likely that they would have been disturbed, and it is a subterfuge to aver that they had been forcibly carried from their homes and imprisoned as if they were inoffensively following their vocations, and not in the very act of taking up arms.

Some of those armed men on whom you so vauntingly relied were found by a party of seamen from the same ship, on the very day that your letter was written. They were cavalry, and said to be the Third South Carolina. Half of them, with an officer, were captured with their rifles, sabers, ammunition, etc., and the remainder only escaped by making better use of their heels than they had of their arms.

Not far from the same locality, and but a few days previous, the boats of the *Potomska* found some of these armed men and repulsed their attack in such a manner as to get rid of them very quickly.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral.

General SAMUEL JONES,
Commanding, Charleston.

Letter from Rear-Admiral Dahlgren, U. S. Navy, responding to requests from prisoners.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 25, 1864.

SIRS: I have received your letter, and, conformably to the request therein contained, have to inform you that General Jones declines to exchange you for the naval officers who have been held in captivity for nearly one year.

You are aware, of course, that I consider you as having been captured at a meeting publicly called to organize and arm under a direction from Colonel Gaulden.

Had you been in the pursuit of your ordinary vocations as peaceable citizens, the case would have been different.

As to your liability to military duty, I can only point to the fact of your having met in pursuance of an order for such duty.

I will not object to your communicating with your homes, and intend that you shall not want proper food or clothing or accommodations, so far as they can be provided for you, and on either of these points you can apprise me if you are subjected to avoidable inconvenience.

I am, very respectfully, your obedient servant.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Mr. B. LE SUEUR and others,
U. S. S. South Carolina.

Letter from prisoners to Rear-Admiral Dahlgren, U. S. Navy, requesting to be paroled.

STEAMER SOUTH CAROLINA, *September 2, 1864.*

SIR: In consideration of our not being under arms at the time of our arrest, and quite a number of us physically unable to perform military duty, as any surgeon will certify, in consideration of the destitute condition of our families, we ask you to parole us.

So far as we have any knowledge of the cartel of exchange, there is no provision for the exchange of such persons as we are, and if there is no such provision it places us in a peculiar position.

Believing that your feelings would prompt you to do everything consistent with honor and duty to alleviate as much as may be the evils and suffering attending any war, and especially a civil war, we appeal to you in behalf of ourselves, in the names of those who are dependent upon us for protection and support at all times—which dependence is greatly increased owing to the situation of the country, whose welfare is the dearest object of every man of principle—to parole us, and allow us to return to our homes, which will place us in such a situation as that the Confederate authorities can not employ us to their benefit, or to injury of the Federal Government, and at the same time allow us to take care of our families, pledging ourselves to preserve in good faith the terms of our parole. Hoping that there is nothing in our request inconsistent, we shall anxiously await your reply.

Allow us to return our thanks for the assurance of considerate treatment and for the privilege of communicating with our homes.

Very respectfully,

WM. THORPE,
[And 22 others].

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Squadron.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to prisoners, responding to their request for parole.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., September 4, 1864.

GENTLEMEN: Your communication of the 2d has just reached me.

Your case has been referred to the United States authorities and owing to the distance a reply may not reach me for one or two weeks.

In reflecting on the inconvenience you may suffer from being detained from your homes, please to remember what those have been made to endure for a whole year, whose release I desire to obtain for your own.

I have just seen one of them who has been permitted to leave the jail for a brief term in order to arrange for an exchange.

He is an officer who has attained rank with long service, and who for seventy days was kept in irons with another officer, whilst both these and all their comrades captured at Sumter have been held like common felons in a jail in the middle of the State.

This is the treatment that has been assigned by the rebel authorities to a gallant set of true gentlemen, whose chief offense was their loyalty to their flag and the effort they made to restore it to its place on Fort Sumter.

Remote from every friendly hand they have passed a whole year. But I have no wish to retaliate on you this brutal treatment.

In offering to exchange you for them I have only desired to shorten the duration of their captivity and to leave you free to go to your homes.

Whilst I told you there should be no lack in quantity or quality of good food, and if you can not procure clothing from your homes, sufficient shall be given to you, you are always at liberty to write to me if in these respects you are in want.

Bitterly as I have suffered by the course of this atrocious rebellion, you are right in supposing that I will never unnecessarily aggravate the horrors and desolation which it has brought on our common country.

As General Jones has declined, and that in most unworthy terms, to exchange you, your request for parole will be transmitted to the Navy Department for its consideration and action.

A package of letters has been received from you, and will be forwarded without delay to your families.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Messrs. THORPE, LE SUEUR, [and others].

Instructions from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the disposition of the prisoners.

NAVY DEPARTMENT, *September 7, 1864.*

SIR: The Department has received your No. 424, dated the 26th ultimo, enclosing copies of correspondence between yourself and General Sam. Jones, commanding at Charleston, S. C., in reference to furnishing clothing and other necessaries to our navy officers and seamen who are imprisoned at that place, and to exchanging for them certain persons recently captured by Commander Colvocoresses in McIntosh County, Ga.

The Department concurs with you in your views as to the status of the persons captured in McIntosh County. They were at the time of their capture not engaged in the ordinary pursuits of life, but were gathered together to organize for hostile purposes. All who were

concerned in this meeting and were captured are legitimate prisoners of war and will be so regarded. If they will not be accepted in exchange for our naval officers and seamen or other prisoners of war in the hands of the enemy, you will send them north for safe-keeping.

The persons who were captured in the subsequent expedition of Commander Colvocoresses, and who at the time were pursuing peaceful avocations, will be sent ashore at some convenient point near their homes, or the place of their capture. In this class are to be included those whom you speak of as having been laboring at the salt works.

With regard to the exchange of prisoners: From present representations made to the Department by those who are imprisoned at Fort Warren, and from information gathered from your dispatches, or the letter addressed to you by Major-General Foster on the 13th ultimo, we are led to believe that an exchange of naval officers and seamen can be effected between yourself and the commanding general at Charleston. With this view the Department will send to you by the *Circassian*, on her next trip, the officers and men of the *Atlanta*, now imprisoned at Fort Warren, and such others there as are under the control of this Department and can be accommodated in the *Circassian*. You are authorized to offer them in exchange, on equal terms, for any of our officers and seamen of the Navy imprisoned at Charleston or any other point within convenient reach. If the proposition be declined, you will send them back to Boston by the first good opportunity, to be recommitted to Fort Warren.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to prisoners, regarding the decision of the Department relative to their status as prisoners of war.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., September 19, 1864.

GENTLEMEN: A statement of the circumstances under which you were captured has been submitted to the honorable Secretary of the Navy, who decides that those who were captured at the meeting in McIntosh County were "at the time of their capture not engaged in the ordinary pursuits of life, but were gathered together to organize for hostile purposes. All who were concerned in this meeting and were captured are legitimate prisoners of war, and will be so regarded. If they will not be accepted in exchange for our naval officers and seamen, or other prisoners of war in the hands of the enemy, you will send them north for safe-keeping."

Accordingly you will be conveyed to the North as prisoners of war at an early date, unless there is reason to suppose that an exchange can be effected for some of the naval officers or seamen, now held as prisoners of war at Charleston or elsewhere.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Mr. B. LE SUEUR AND OTHER PRISONERS OF WAR.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-General Hardee, C. S. Army, regarding the cause of delay in forwarding money to prisoners.

FLAG-STEAMER HARVEST MOON,
Port Royal Harbor, February 7, 1865.

SIR: Your communication of 31st of December, in reply to mine of 21st November, has been received.

The militiamen of McIntosh County, [Ga.], to whom it refers, as well as the South Carolina cavalrymen, were sent North for convenient custody, as I had already retained them here for several months in the hope that some arrangement for the exchange could be effected.

Two or three are still here, because they were sick, and it was not deemed advisable to subject them to the change of climate.

One of them I had ordered to be released on parole, as the medical officer thought he might not survive unless allowed to go home; but the order came too late—he died.

The others are in the hospital, and receive the same attendance as our own men.

The packages of money were sent by an officer to Fort Pulaski, where the prisoners for whom they were intended now are.

The rules of the Army require that such articles should pass through the commissioner of exchange, to whom the money ($41) was therefore sent, and he being at the North, the transmission to the prisoners is unavoidably delayed.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-General W. J. HARDEE,
Commanding, etc., Charleston, S. C.

Report of Lieutenant-Colonel Hood, C. S. Army, transmitting report of the officer commanding detachment sent in pursuit of the enemy.

STATION NO. 3,
Atlantic and Gulf Railroad, August 6, 1864.

LIEUTENANT: I beg leave to enclose herewith report of Captain Browning, Company C, whom I sent after the enemy who landed in McIntosh, and who succeeded in capturing some 23 of the citizens of that county. I would respectfully suggest that the mail facilities for that portion of the county be curtailed, and that no one but known loyal citizens be permitted to receive from the post-office newspapers. I think it important also that all persons known to be disloyal immediately on the coast, and all negroes, be removed. The means of communication are too rapid and certain with the blockading fleet.

I am, lieutenant, very respectfully, your obedient servant,

A. HOOD,
Lieutenant-Colonel, Commanding.

Lieutenant J. HUNTER,
Acting Assistant Adjutant-General.

[Enclosure.]

STATION No. 3,
Atlantic and Gulf Railroad, August 5, 1864.

ADJUTANT: I have the honor to report that on the 3d instant, under orders from Lieutenant-Colonel A. Hood, I started with a detachment of 60 men in pursuit of the enemy, said to be in the neighborhood of Ebenezer Church.

I reached the church on the morning of the 4th inst. about 8 o'clock. I there learned that the enemy had landed at Baisden's Bluff, on Sapelo River. After landing they divided into two squads, one going to the bridge on said river and the other to Ebenezer Church and secreting themselves underneath near the church, to await the arrival of the party who had been sent to the bridge for the purpose of burning it as soon as the citizens had crossed over who were to attend the meeting at Ebenezer Church, ordered by Colonel Gaulden. After allowing the citizens to cross, they burned the bridge and then marched about 4 miles to the church. When within a few hundred yards of the church they gave a signal by firing a gun. The other party rushed from the woods on the opposite side of the church, thereby entirely surrounding it and capturing 23 citizens, who had assembled for the purpose of meeting Colonel Gaulden. After putting the prisoners under guard and taking the horses, they marched to Blue & Hall's mill, about 8 miles below the church, where they expected to meet the boats that were to take them off that evening.

The above information I gained from Captain Lefils, who was one of the captured party, but was afterwards turned loose on account of his old age. After learning this I made all possible speed to the above-named mill, which point I reached about 1 p. m., and found on my arrival that they had been gone about two hours.

I captured at the mill one sailor, who claims himself as a deserter, but who, I think, was left for some other purpose. They had fortified themselves at the mill by building breastworks of some hewn timber on the bluff of the river, at the end of a dam about 400 yards long, which is the only way by which the point could be reached. They were 107 strong; but notwithstanding their advantage in numbers, I think if I could have reached there in time I could have captured the entire party, as they had no possible chance for escape.

F. J. BROWNING,
Captain, Comdg. Co. C. Twenty-ninth Batt. Georgia Cavalry,

Adjutant THOMAS BARROW,
Twenty-ninth Battalion Georgia Cavalry.

Extract from the Savannah Republican, August 6, 1864.

A Yankee trick on the "Reserve Militia" of McIntosh.

We hear of a shrewd thing on the part of the Yankees, by which one of Colonel Gaulden's Reserve Militia meetings, in McIntosh County, was summarily brought to an unexpected consummation. The colonel himself relates the story in another column, though there are other particulars which we gather from gentlemen residing in that section.

The parties captured at Sapelo bridge were Sam. Thorpe, William Thorpe, Mr. Nelson, Mr. Lassier, and Mr. Trezevant. Daniel McDonald, James McDonald, and Richard Cogdale approached the bridge on their way to the meeting, but, perceiving the "blue breeches," beat a retreat. The bridge was burned and the raiders left with their prisoners, whose number would have been largely added to had they remained there concealed.

Among the parties captured at the church was the venerable Captain Armand Lefils, who was released on account of his age. Mr. Townsend and Mr. Pease made their escape by jumping out of the windows as the Yankees were about surrounding the house. The horse of the former fell as he was hastening off, and Mr. Townsend broke his shoulder by the fall, but kept on and made good his escape.

Colonel Gaulden made a narrow escape, and owes it to a member of the Reserves, who rode back in haste and met him some 2 miles from the church.

Extract from the Savannah Republican, Saturday, August 6, 1864.

A Yankee raid in McIntosh.

[STATION] No. 3,
Gulf Railroad, Liberty County, August 4, 1864.

EDITOR REPUBLICAN: In obedience to orders previously issued by me, the citizens of McIntosh County assembled at Ebenezer Church, the present county site and court-house of the county, on yesterday for enrollment and organization. About half past 10 o'clock the Yankees suddenly surrounded them with a force of from 50 to 100 men, sailors and negroes. The people broke to run, when they were fired on by the enemy. Some were captured; a number made their escape. About 10 o'clock they ambuscaded the Sapelo bridge, 4 miles this side, on the stage road, captured several there and took them on to the church. All being assembled, a few minutes before 12 o'clock a. m. the captain commanding the band took out my orders of the 26th ultimo published in the Savannah Republican ordering the meeting and read it to his men and the prisoners, and remarked: "The hour of 12 is now at hand, and Colonel Gaulden has not arrived. I wish we had him—would rather have him than all of you. He has, no doubt, got information of us and has absented himself." Whereupon they took all the horses and buggies, rode in them, and made our men walk, [illegible] started for Darien. They carried off 15 citizens of McIntosh County. As far as I can learn, none of our men was killed or wounded.

It seems that there were two parties, one sent up to burn the bridge so as to prevent pursuit, whilst the balance laid in ambush around the church, from before day in the morning until the assembling of the people. The captain stated that his orders were not to injure private property, but to capture the party assembled there, of which he had notice through the Savannah papers.

At this result I feel profoundly humiliated. The following statement will explain itself, and from it I trust our people will profit.

After Darien, the county site, was burned, the last legislature authorized the inferior court of the county to select a new county site. They selected Ebenezer Church, 9 miles this side of Darien, on the

stage road, with a good gunboat river at or near The Ridge, east 8 miles; Baisden's Bluff, 4 or 5 miles east, a good landing, with a fine river for gunboats; and Sapelo River, over which the bridge was burned, and navigable for gunboats to the bridge, thus selecting a place flanked on three sides with rivers and landings suitable for gunboats.

When I issued my order for the assembling of the people I was totally ignorant of the location of the church, but supposed it to be in the interior of the county. One of the justices, being present when I issued the order, requested me to assemble the people there as it was a safe place. I knew no better until Monday morning, when I found on enquiry that it was located inconveniently near the enemy. I then stated to my friends that we would all be captured, but it was too late to countermand the order. On night before last (Tuesday night), at Jonesville, I met one of the justices, who informed me particularly of its location as above described. I remarked to him that we would all be captured on the morrow, and that the inferior court instead of being the guardians of the public should have guardians themselves or be put in the lunatic asylum.

This justice went down with me on yesterday, and when within 2 miles of the place we were informed that the bridge was burned and the church surrounded.

Such unparalleled stupidity as the location of this court-house I have never met with before.

Had I been ten minutes earlier I should have been in their hands. As the captain seems to be a reader of your paper, I take this opportunity to make my compliments to him and to say that when he calls to see me again I shall be at home, and will try and give him a more respectful reception.

Respectfully, yours,

WM. B. GAULDEN,
Colonel, A. D. C., Commanding Coast Guard.

P. S.—I gather the above facts from Captain Lefils, whom they captured and released on account of his great age, being 71.

Letter from Major-General Foster, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, regarding arrangements for the exchange of prisoners.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., August 1, 1864.

ADMIRAL: I have the honor to inform you that the Government has given me authority to exchange the rebel prisoners of war within this department for those of our officers confined in Charleston.

Arrangements have been made to make the exchange in Charleston Harbor, between Fort Moultrie and Battery Putnam, at 10 o'clock Wednesday morning. Will you please inform the senior officer off Charleston of the fact.

Very respectfully, your obedient servant,

J. G. FOSTER,
Major-General, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Foster, U. S. Army, regarding arrangements for the reception of the exchanged officers.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 1, 1864.

GENERAL: With deep and sincere pleasure I learn from your note that our exchange has been authorized, which will restore to us our gallant officers so cruelly exposed in Charleston.

It will give me pleasure to convey them from Charleston to Port Royal on board the *Pawnee*, if perfectly agreeable to yourself and to them.

Captain Green, the senior officer off Charleston, will be so instructed and to furnish any of the light steamers and boats that may be needed for their reception.

Captain Green will be directed also to fire a salute from the *Pawnee* as soon as our officers are landed on her decks.

I am, general, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Major-General J. G. FOSTER,
Comdg. Dept. of the South, Headquarters, Hilton Head, S. C.

Order from Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, senior officer off Charleston, regarding the reception of exchanged Union prisoners.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 2, 1864.

SIR: I am informed by General Foster that an exchange will be made by which the 50 United States officers who have been imprisoned in Charleston are to be released in Charleston Harbor, between Fort Moultrie and Battery Putnam, at 10 o'clock Wednesday morning.

I offered to receive these gentlemen and carry them to Port Royal in the *Pawnee*, but the general has other means of conveyance.

I wish you to bring the *Pawnee* in, inside the bar, and to fire a salute of thirteen guns as the vessel passes which contains the officers.

You will also show flags from the *Pawnee*.

This is not a matter of ceremonial with me, but a heartfelt welcome of these gallant men to their flag.

I enclose you a copy of General Foster's letter.

If the officers visit the *Pawnee*, please to receive them yourself, and invite the commanders and officers of the vessels present to join you.

I expect to leave here this evening for Charleston, but am uncertain if I reach there in season.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN,
Senior Officer off Charleston.

Letter from Major-General Foster, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, regarding courtesies to be extended to exchanged Union prisoners.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., August 2, 1864.

ADMIRAL: I have received your letter of the 1st and thank you for your kind offer of the *Pawnee* to bring them to Port Royal. I think it will be better, however, to bring them down on the *Cosmopolitan*, which has ample accommodations. I will thank you for your kind intentions for a salute from the *Pawnee* guns, which will be a handsome compliment to our brave officers. I will order the *Cosmopolitan*, as soon as she gets our officers on board, to hoist her flags and with band playing to round to under the stern of the *Pawnee* while the salute is being fired. After returning thanks for the compliment to the captain of the *Pawnee*, the *Cosmopolitan* will steam for this harbor. Fort Welles will salute as it enters.

J. G. FOSTER,
Major-General, Commanding.

Rear-Admiral J. A. DAHLGREN,
Cmdg. South Atlantic Blockading Squadron, Present.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding repairs required by the U. S. bark Midnight.

FLAG-STEAMER PHILADELPHIA,
No. 371.] *Port Royal Harbor, August 2, 1864.*

SIR: The *Midnight* is in need of so much repairs that it is recommended to send her north therefor.

I have on that account directed the commander to proceed to Philadelphia, and on his arrival to report to the Department.

A copy of the survey held on her is herewith enclosed.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Fillebrown, U. S. Navy, commanding U. S. S. Passaic, to proceed to blockade duty in Wassaw Sound.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 2, 1864.

SIR: You will proceed to Wassaw Sound in tow of the *Sonoma* and relieve the monitor *Patapsco* which is to return to this place.

You will obtain from Captain Madigan his pilot and all the information in his possession that will assist you in maintaining the blockade of the place and preventing the egress of the rebel ram. In case any attempt of the kind is made, you, of course, need no order from me to bring the ram to action and capture her.

The *Cimarron* is under your directions, in order to render any aid which you may require, and I hope to be able to send you a little steamer to watch the Tybee side of the sound.

My printed orders for the protection of the monitors by torpedo fenders, etc., are to be rigidly adhered to.

In fact, no means are to be neglected that will insure you against a vigilant enemy.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander T. SCOTT FILLEBROWN,
Commanding U. S. Ironclad Passaic.

Report of Acting Master Pennell, U. S. Navy, commanding U. S. bark Ethan Allen, of the arrival on board that vessel of three escaped Union officers.

U. S. BARK ETHAN ALLEN,
Off Otter Island, St. Helena Sound, August 2, 1864.

SIR: I have the honor to report the arrival on board of this vessel, yesterday noon, of three United States officers in a small canoe.

They report that they escaped from a train of cars, on the night of the 28th ultimo, while on the way from the prison at Macon, Ga., to Charleston, S. C.

They gave their names as follows: First Lieutenants P. W. Houlihan and Walter Clifford, Sixteenth Regiment, U. S. Infantry, and First Lieutenant James Butler, Second Regiment, U. S. Infantry.

They inform me there were 600 United States officers in the train. Among them was Lieutenant-Commander Pendergrast and about thirty other naval officers; also they inform me there was to be an attempt to capture the train the night they escaped. On learning of it I immediately sent the launch up Horn Creek, and went myself in the schooner *Wild Cat* up the Ashepoo River, 17 miles to the mainland, to rescue any of them that might have escaped, but saw no one.

I shall send these gentlemen to Beaufort to-day in the *Wild Cat*, as the wind is blowing so strong from the southwest it would be impossible for a boat to get to Port Royal to-day.

They will report to you on their arrival at Hilton Head.

Very respectfully, your obedient servant,

I. A. PENNELL,
Acting Master, Commanding U. S. Bark Ethan Allen.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Correspondence regarding the seizure of the British sloop Racer by the U. S. schooner Hope, off Bull's Bay, August 1, 1864.

Report of Rear-Admiral Dahlgren, U. S. Navy, forwarding papers captured.

No. 372.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, August 4, 1864.

SIR: I enclose herewith certain papers taken from a vessel lately captured off Bull's Bay (schooner *Racer*).

There is nothing on the face of her papers which would subject her to condemnation, yet being within our blockading limits gives rise to the just suspicion that the real voyage is to a rebel port, without cargo, in order to come out afterwards freighted with rebel property.

I have therefore put a prize crew on board of her and directed her to be sent to the port to which she was bound, in order that the Department may take such measures as it may deem fit to defeat this method of violating the blockade with contraband cargo outward bound.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Heath, U. S. Navy, commanding U. S. schooner Hope.

U. S. SCHOONER HOPE,
Off Bull's Bay, August 2, 1864.

SIR: I have the honor to make the following report:

At 11:30 sighted a vessel bearing south; supposed her to be the schooner *Blunt*. 12:15 p. m. made her out to be a sloop. Took her to be a launch belonging to the Georgetown squadron on account of her being so near in. 12:30 p. m., the sloop then bearing from us S. E., hauled to, by the wind offshore, steering about E. by S. I immediately made sail, slipped chain, and gave chase. 2:15 p. m. fired a shot from our 20-pounder Parrott rifle, but the sloop seemed to take no notice of it, but kept on her course. 2:25 p. m. fired another shot from the 20-pounder Parrott rifle gun, which had the desired effect to bring her to, Cape Romain light-house then bearing N. N. W., 9 fathoms water. 2:35 p. m. sent a boat to the sloop, which proved to be the sloop *Racer*, of Nassau, New Providence. On examination I find her papers made out in due form and cleared from Nassau for Beaufort, N. C., via Port Royal. As the captain of the sloop did not call at Port Royal, and not finding his papers endorsed by any officer between Bull's Bay and that point, and the way he seemed to try and get away from me, made it look suspicious. I have, on that ground, detained him, and all papers and letters which I can find I forward to you for inspection.

The sloop is in ballast and I have overhauled her, and find nothing contraband of war.

Very respectfully, your obedient servant,

D. P. HEATH,
Acting Master, Commanding Hope.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, transmitting letter from the Secretary of State.

NAVY DEPARTMENT, *September 7, 1864.*

SIR: I transmit herewith a copy of a letter from the Secretary of State and its enclosure in relation to the British sloop *Racer*, captured by the U. S. schooner *Hope*.

Be pleased to make a full report to the Department of all the facts relating to the case.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

[Enclosure.]

DEPARTMENT OF STATE,
Washington, September 2, 1864.

SIR: I have the honor to enclose a copy of a note of the 31st ultimo from J. Hume Burnley, relative to the case of the British sloop *Racer*, of Nassau, New Providence, captured on the 1st ultimo by the U. S. schooner *Hope*.

I will thank you to cause an investigation of the case, with a view to such proceedings as the result may call for.

I have the honor to be, sir, your obedient servant,

F. W. SEWARD,
Acting Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Subenclosure.]

WASHINGTON, *August 31, 1864.*

SIR: I have received a letter from a Mr. Charles A. Russell, who states that he is captain of the British sloop *Racer*, of Nassau, New Providence; that he was captured off Bull's Bay by the U. S. schooner *Hope* on the 1st instant; that his vessel had no cargo, and that his register and clearance papers were all legal and correct. After a delay of a week off Charleston, under protest, he was sent to Beaufort, N. C., where he now is, in tow of a gunboat. The sloop's papers, he informs me, are detained by Admiral Dahlgren at Port Royal, the sloop itself hauled ashore, stripped, and nearly wrecked, whilst himself and crew were held prisoners without any trial or investigation.

I have to request you to cause the Navy Department to make an investigation of this case, in order that if any wrong has been inflicted redress may be offered.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, etc.

Report of Captain Green, U. S. Navy, responding to interrogatories regarding the capture.

U. S. SHIP JOHN ADAMS,
Off Morris Island, S. C., September 22, 1864.

SIR: I have received your letter of the 20th instant and accompanying papers respecting the British sloop *Racer*, captured by the *Hope* on the 2d ultimo, and submit the following replies to your interrogatories:

Interrogatory 1st. Was there any protest made by the captain of the *Racer*?

Answer. The captain of the *Racer* made no protest until the 8th of August, on which day he addressed a letter either to you or myself, and which was forwarded to you under date of August 10, protesting in terms against his detention, and which was probably written immediately after he learned the fact that he was to be towed to Beaufort.

Interrogatory 2d. Was the *Racer* hauled ashore, stripped, and nearly wrecked?

Answer. She was not at this anchorage. She was securely moored and cared for, and left in as good condition as when she arrived here.

Interrogatory 3d. Were the crew and captain held prisoners?

Answer. In consequence of the limited accommodations of the sloop, her captain and crew were placed on board of the *Supply* for safe-keeping, and ship keepers were put on board of the sloop to take care of her. I am not aware that any restraint was imposed on the captain and crew other than confining them to the *Supply* and placing them on board of the *Mary Sanford* when the sloop was towed to Beaufort.

I have no comments to make on your letter to the Secretary of the Navy besides what is contained in the above answers to your interrogatories.

I think it proper to state, however, that I was informed, by whom I do not recollect, that small pieces of cotton were found in the sloop's hold attached to the ceiling, indicating that she had been employed in carrying cotton, and also that the captain evinced in conversation a thorough knowledge of the harbors and waters of this coast. The *Racer* is a sloop.

I return herewith the papers accompanying your letter.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy.

No. 475.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., September 28, 1864.

SIR: I beg leave to state for the information of the Navy Department that the sloop *Racer* was taken possession of by the U. S. schooner *Hope*, off Bull's Bay, S. C., within the limits of the blockade off that station. She had British papers and a clearance from Nassau to Beaufort, N. C., but had no cargo.

I did not learn of the capture until the 4th August, when I gave orders to send her to Beaufort, her alleged port.

If the vessel had been on the proper course to her port she would not have been molested; but having been found entirely off that course, and within the limits of the blockade, just about the vicinity which the blockade runners strike as a sure point whereby to regulate their course for entrance into Charleston, and where a vessel is stationed to assist in defeating this purpose, she properly became an object of suspicion.

She had no cargo, which is now a very common occurrence with vessels entering.

Under the circumstances, the least I could do was to see that she did actually go to the port where the master alleged she was bound.

Accordingly, I directed her to be towed to Beaufort, N. C., and have no doubt that, though a delay of some days ensued before a steamer could be spared, she reached her destination quite as soon as she could have sailed there, and can not therefore plead detention.

The directions were to turn her over to the collector there, who would determine on the propriety of further measures.

The papers of the vessel were sent to the Department, in order that it might be apprised of what I considered a new device for evading the blockade, with a request that the papers should be transmitted to the collector at Beaufort.

My part terminated with the delivery of the *Racer* at her alleged port, and the Department will perceive that the master had no reason to complain of detention up to that period.

As for ill-treatment and damages I give the following statement of Captain Green in reply* to my interrogatories.

The master of the *Racer*, so far from complaining, should be thankful that his vessel was not sent in for adjudication, having not only been off his course, but within the limits of the blockade, and at a point known to be used by blockade runners, in order to regulate their course into Charleston.

Upton, the authority supplied to our ships' libraries by the Navy Department, says (p. 283):

> The breach of a blockade may be either by going into or coming out of the blockaded place, with a cargo laden after the commencement of the blockade; but in order to constitute such a going into the blockaded port as will subject a neutral to the penalties of confiscation, it is not necessary that the entrance be completed. If the vessel is placed in the vicinity, in a situation so near that it may enter with impunity when it pleases; and especially if the vessel be placed so as to be under the protection of shore batteries, it is considered a breach of the blockade. In such cases it is regarded as a presumption *de jure* that the vessel is so placed with an intention to violate the blockade, and notwithstanding that such a presumption may operate severely in individual instances of innocence, "yet," says Lord Stowell, "it is a severity necessarily connected with the rules of evidence, and essential to the effectual exercises of this right of war."

The Department will judge whether a transfer from a miserable sloop like the *Racer* to large vessels like the *Supply* and *Sanford* justifies the use of terms conveying the idea of personal confinement.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Foster, U. S. Army, regarding a loan of guns and ammunition to the Army.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 5, 1864.

GENERAL: I can lend you three 150-pounder guns, but have no more than a supply for the squadron of 100 and 150 pounder shells, and in 30-pounder I am very deficient.

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*See preceding report of Captain Green.

I have no mortar powder and only 600 barrels cannon powder.

I will lend you three 150-pounder guns and 200 barrels cannon powder, and regret exceedingly that I can not meet your requirements for 100 and 150 pounder shells, unless it should be for a very short time.

I am, general, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Major-General J. G. FOSTER,
Comdg. Dept. of the South, Headquarters, Hilton Head.

Order of Captain Green, U. S. Navy, senior officer off Charleston, to Commander Balch, U. S. Navy, commanding U. S. S. Pawnee, regarding vessels on the blockade.

U. S. SHIP JOHN ADAMS,
Off Morris Island, August 5, 1864.

SIR: You will be pleased hereafter to keep but two vessels of the outside blockade underway during the day, one to be stationed to the northward and the other to the southward of the light-ship, near which vessel the senior officer outside should anchor, and station the other vessels composing the blockade at anchor at intermediate positions so as to communicate easily by them with the cruising vessels.

At night all of the vessels, as heretofore, should be underway when the weather will admit of it.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Commander G. B. BALCH,
Comdg. U. S. S. Pawnee, Senior Officer, Offshore Blockade.

Report of Rear-Admiral Dahlgren, U. S. Navy, announcing the arrival and departure of the U. S. S. Eutaw.

No. 383.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, August 6, 1864.

SIR: I beg leave to inform the Department that the U. S. S. *Eutaw*, Lieutenant-Commander Homer C. Blake, arrived on this station on the 5th instant, having put in for coal, and left for Norfolk this a. m. at 5 o'clock.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the arrival and disposition of the U. S. tugs Arethusa and Amaranthus.

No. 384.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, August 6, 1864.

SIR: I beg leave to inform the Department that the U. S. steam tugs *Arethusa*, Acting Ensign Cook commanding, and *Amaranthus*, Act-

ing Master E. O. Adams commanding, arrived on this station on this August 6, 1864, and have been detailed for duty.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Major-General Foster, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, requesting that a lookout be kept for escaped Union prisoners.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., August 6, 1864.

ADMIRAL: From information received this morning from two of our officers, escaped prisoners of war, I learn that there are about sixty more of these officers who have effected their escape, and will probably be looking for an opportunity to get into our lines. I would respectfully request that you send a boat up Broad River as far as possible, to remain there and have a sharp lookout for four or five days; also that boats be sent to Morgan and Coosaw and Edisto rivers for the same purpose. I have instructed Brigadier-General Potter, commanding Hilton Head and Beaufort districts, to send out scouting parties as frequently as possible to assist any of these officers they may meet or find any trace of. I would also request that some of your boats be ordered for a few days to cooperate with our scouting parties in the vicinity of Mackay's Creek and May River. They should be ordered up these creeks and rivers as far as possible, as our officers know we are informed of their escape and will be expecting some assistance.

I have the honor to be, admiral, very respectfully, your obedient servant,

J. G. FOSTER,
Major-General, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron.

Order of Flag-Officer Dahlgren, U. S. Navy, to Commander Williamson, U. S. Navy, commanding U. S. S. Flag, to proceed on scouting expedition for the discovery of escaped Union prisoners.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 7, 1864.

SIR: I am informed by General Foster that about sixty Union officers have effected their escape from the rebels and are not far from the contiguous rivers, seeking opportunities for escape.

You will therefore proceed without delay in the *Dai Ching* up Broad River, and observe carefully if any such are in the neighborhood, using every means to make known your presence and to aid their escape.

You will take with you some boats from the *Flag* to scout Mackay's Creek through to May River.

After a good scouting of Broad River you will turn down and pass through Skull Creek to Calibogue, and communicate with the *Memphis*, directing her commander to scout May River with boats so far as can be done properly.

Then return through Skull Creek and again ascend the Broad River, reporting results to me to-morrow morning.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander J. C. WILLIAMSON,
Commanding U. S. S. Flag.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the departure from Port Royal, S. C., of the U. S. ship Vermont.

No. 388.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 8, 1864.

SIR: The *Vermont* left here early on the 2d instant.

I sent the *Adger* to assist her, fearing from the long time she had been at anchor here that her bottom might be foul.

The *Adger* returned here to-day, and reports leaving the *Vermont* in the latitude of the capes of the Chesapeake.

I presume the *Vermont* has arrived and reportea by this time.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Dahlgren, U. S. Navy, to commanding officers to drill crews for operations on land.

FLAGSHIP PHILADELPHIA,
Port Royal, S. C., August 8, 1864.

Boat artillery and infantry, South Atlantic Blockading Squadron.

It has frequently happened that the peculiar nature of the duties in this command has required the service of bodies of men to be landed from vessels to act for a short time as infantry, assisted by light fieldpieces.

In order to meet similar exigencies commanders of vessels will take pains to select from their crews such men as may seem to have a turn for this kind of duty and have them drilled with small arms until they have attained the necessary proficiency.

In so doing it is to be borne in mind that the drill and the maneuverings are to be few and exceedingly simple.

The men should be thoroughly skilled in the loading and firing of their weapon, and firing at a mark is to be encouraged.

The light-infantry drill will be best adapted to this service, and to the habits of the seamen.

The preferable arm, when it can be had, will be the new navy rifled musket, known as the Plymouth musket, because the first of the kind were made for the U. S. ship *Plymouth* when under my command, the pattern of which was got up by myself as most suitable for sea service.

It is a short musket, about 34 inches in the barrel, bore 0.69 inch., and rifled.

Its special bayonet is a short, broad, and stout knife, of the well-known Bowie pattern, the principal use of which I designed to be in the hand in close conflict, such as boarding. In campaigning it would also serve many wants; but it may be fixed and used as a bayonet.

There is also a sword bayonet similar to that of the French, making the total length of weapon, from butt to point, about equal to that of the army musket with the ordinary bayonet.

The musket is perfectly balanced for aim when the bayonet is not fixed; and its large bore gives great effect to buckshot, which, at short distances, is always to be preferred.

As a general rule we have too much neglected the use of this formidable ammunition for small arms.

The men should be landed occasionally for practice, especially as skirmishers.

The artillery is to consist of the boat howitzer, light and heavy 12-pounder, rifled and smooth.

These are to be organized in sections of two, with three sections to a battery, consisting of four smooth and two rifled 12-pounders.

This, however, is designed rather as a matter of administrative organization to regulate the proportions of rifled guns and for supplies of ammunition, spare parts, etc.

I desire particularly to disabuse the naval mind of the idea which prevails as to the proper use of boat light artillery.

In designing these pieces, I never intended that they should be assembled in masses; just the contrary, as every effort has been made to simplify the piece itself so that but little practice is required to understand its manual and to use it, so it was intended to avoid the complication of them produced by combination in masses, as practiced in the land service.

The boat howitzer and its field carriage is so light that it can be drawn by its crew when no other artillery can be taken, over broken ground, among woods, up steep ascents, seeking cover where a tree or a bush, ditch, fence, or dwelling offers it. The ammunition is carried in pouches, so that no obstacle exists on this account.

And thus, from unexpected positions, difficult of access and scattered in many directions, the navy howitzers, while dispersed, and therefore less exposed to the enemy's guns, may concentrate or divide their own fire as may be best.

In other words, the piece is designed to bear the relation to other artillery as the light infantry does to infantry of the line.

The crew, carrying no arms but the Bowie knife, are to be supported by skirmishers, and when unable to retain possession of the piece, disable it by carrying away the fighting bolt, without which the gun can not be fired, and which is so nice of adjustment that it can only be supplied from the machine shop, and there is no substitute for it.

In general, the entire practice has been to reverse the purpose contemplated.

The published Instructions for the Naval Academy, and the habit, so far as it has come under my observation, have been to organize and maneuver in masses, as customary in the land service with light and heavy artillery.

I never have had the means before this to give this branch of the service its proper form. Now I am enabled to make the effort by the receipt of a number of howitzers and Plymouth muskets, with Bowie knives, etc.

But the personnel is wanted, and as a preparatory step I desire that commanders will select their men and drill them to their muskets, and to the howitzers if they have them.

When this has been done and reported to me, the organization of the squadron battalion for boat service will proceed.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Captain Green, U. S. Navy, regarding the destruction of a blockade runner aground off Fort Moultrie.

U. S. SHIP JOHN ADAMS,
Off Morris Island, South Carolina, August 9, 1864.

SIR: I have to report that a propeller steamer, name unknown, was discovered by the *Catskill* at daylight this morning aground off Moultrie. The *Catskill* immediately opened fire upon her with rifled howitzers, followed by the battery on Cumming's Point and she was soon set on fire and sunk.

It is with regret and mortification that I have to state that this violator of the blockade would have reached Charleston safely and unseen had she not taken the ground.

Neither of the picket tugs, nor any of the picket boats, so far as I have learned, knew of the grounding or presence of the strange steamer until the *Catskill* fired upon her, when they had returned or were on their way to the lower anchorage of these roads.

Acting Ensign [Joseph] Frost, commanding the tug *Dandelion*, the advance picket tug, appears to have been particularly regardless of orders and indifferent to his duty on the night in question. He anchored about 9 p. m., contrary to general and special orders, and remained at anchor all night and left his anchorage at daylight without seeing the strange steamer. I have placed him under suspension.

I enclose herewith two reports of Commander Harrison, commanding the *Catskill*, one relating to the discovery and sinking of the blockade runner, and the other relating to the orders given to Acting Ensign Frost, commanding the advance picket tug *Dandelion*.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blkdg. Squadron, Port Royal, S. C.

Report of Commander Reynolds, U. S. Navy, regarding information obtained from refugees.

U. S. SHIP NEW HAMPSHIRE, *August 10, 1864.*

ADMIRAL: Three refugees from Savannah—Thomas Coin, William Higgins, Patrick Ford, Irishmen—were received this a m. from the *Cimarron* per tender *Lightning*, having escaped in a boat via Thunderbolt Sunday evening.

They state that a rumor was in circulation in Savannah on the day they left that Admiral Farragut was inside of Mobile Bay with twelve or fifteen vessels.

The best informed of them, who is a machinist and has been working on engines for torpedo boats, reports that it is the intention to build a number of these cigar boats; that the hulls of two are completed and the engines for one nearly ready, but thinks it will be some time before she is fit for service. They are not intended to go under water.

There is no iron yet on the rams, and none to be had. Engines for rams are being built in Columbus.

Have never heard of any ironclads building up the Savannah.

A new wooden gunboat (propeller), named *Macon*, went into commission a week or two since at Savannah, and has her crew on board. Probably draws about 6 feet and carries 2 or 3 guns (don't know certainly).

Stoneman had burned the large bridge over the Altamaha at Oconee, but was afterwards captured himself, with 400 or 500 men, at or near Macon.

Very respectfully, your obedient servant,

WILLIAM REYNOLDS,
Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, requesting to know the wishes of the Department regarding scows and dredges prepared at Baltimore.

No. 388.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 12, 1864.

SIR: The U. S. S. *Pontiac* arrived here to-day, having in tow the scows and dredges prepared at Baltimore.

Captain Russell handed me the enclosed order (copy), which he received from Commodore Dornin.

The Department will perceive that it merely directs him to tow the vessels here. There is no instruction for any further duty.

Will the Department please apprise me of its wishes upon the subject?

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

COMMANDANT'S OFFICE,
Naval Station, Baltimore, August 6, 1864.

SIR: You will proceed without delay, with the U. S. S. *Pontiac* under your command, to Port Royal, S. C., having in tow the two scows and a dredge prepared for service by the Engineer Department of the Army for the Navy Department, being careful to have the tow lines of the scows distinct from those for the dredge, and on your arrival there report to Rear-Admiral John A. Dahlgren, commanding South Atlantic Blockading Squadron, stating that the scows and dredge in tow, also the machinery and boiler, and the crane which you have on the deck of the *Pontiac*, are intended to be delivered at Port Royal.

Respectfully,
THOS. A. DORNIN,
Commodore, Commanding Naval Station.

Lieutenant-Commander JOHN H. RUSSELL,
Commanding U. S. S. Pontiac, Baltimore.

Report of Commander Patterson, U. S. Navy, commanding U. S. S. James Adger, regarding the chase of a blockade runner off Santee River, South Carolina.

U. S. S. JAMES ADGER,
Off Santee River, South Carolina, August 12, 1864.

SIR: I have the honor to report that at 1:40 p. m. yesterday, while at anchor off this river, we discovered a steamer making black smoke, hull down, to the southward and eastward, and standing to the northward and eastward.

I immediately started in chase, steering a little across the course of the strange steamer, who held her course until we had raised her hull, when she steered E. by N., making it a stern chase, in which she steadily gained on us until 7:30 p. m., when we lost sight of her. At 8 p. m. I gave up the chase and stood for my station.

The blockade runner was a large side-wheel steamer, with two white smoke pipes, two short lower masts, and without topmasts or bowsprit.

Very respectfully, your obedient servant,
T. H. PATTERSON,
Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Creighton, U. S. Navy, commanding U. S. S. Mingoe, to proceed to St. John's River, Florida, and cooperate with forces at Jacksonville.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 13, 1864.

SIR: When the *Mingoe* is ready for sea you will leave this harbor and proceed to determine the speed of your vessel at sea, as directed by enclosed squadron orders No. 55, going to and coming from the light-ship at Charleston.

This done you will leave your report at the light vessel outside of this harbor, and proceed to the St. John's, directing the *Ottawa* to come to this place (orders enclosed).

The senior officer of the *Mahaska* or *Ottawa* will communicate all orders and information to you. The squadron orders will also apprise you of my own views in several respects.

The *Norwich* was to enable the *Mahaska* to leave the St. John's. If the *Mahaska* has not left, then the *Mingoe* will take her place and the *Ottawa* will remain until the *Norwich* arrives.

Please cooperate with the United States forces at Jacksonville, and give your earnest attention to all movements against the rebels.

Apprise me in season of your wants, sent under cover to the commander of the depot here, who is instructed to forward necessary requisitions without waiting for my approval.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander J. BLAKELEY CREIGHTON,
Commanding U. S. S. Mingoe.

Report of Rear-Admiral Dahlgren, U. S. Navy, of the arrival of the U. S. S. Mingoe, in Port Royal Harbor.

No. 390.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 13, 1864.

SIR: I take this occasion to inform the Department that the U. S. S. *Mingoe* (paddle wheel), Commander J. Blakeley Creighton, commanding, arrived in this harbor this a. m., August 13, and has been assigned duty in the squadron.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant Stone, U. S. Navy, commanding U. S. S. Cimarron, to proceed to duty at Ossabaw.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 13, 1864.

SIR: On being relieved by the U. S. S. *Wissahickon*, Lieutenant-Commander Mahan, you will proceed to Ossabaw and relieve the *Paul Jones*, obtaining from Commander Shirley his pilot and all the information necessary for doing blockade duty at that place.

As you have already done duty at Ossabaw, it is unnecessary to remind you of the necessity of great vigilance.

You should so arrange your movements that the rebels should not certainly know where to find you at night.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant E. E. STONE, U. S. Navy,
Commanding U. S. S. Cimarron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Fillebrown, U. S. Navy, commanding U. S. S. Passaic, enjoining vigilance against torpedo attacks.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 15, 1864.

SIR: Information is positive that the rebels have nearly completed a torpedo boat at Savannah.

Your attention is therefore called to a reexamination of the fixtures designed to protect your vessel against any attack, as well as the greatest vigilance in the use of picket boats.

You will enjoin the same upon the vessel which I keep with you principally to assist on such occasions.

The best executed arrangements which I have seen are those about the *Saratoga*. They consist of squared logs, strongly chained together, and are kept from the ship entirely by the action of the tide.

If a netting be dropped from these, I feel confident that nothing of the torpedo kind can pass such a barricade.

Logs can easily be cut on shore and squared by the ship's carpenter, and if liable to waterlog and sink, can be suffered to dry for a while on the beach, and they will then float without difficulty.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieut. Commander T. SCOTT FILLEBROWN, U. S. Navy,
Commanding U. S. Ironclad Passaic,
Senior Officer Present, Wassaw Sound.

Distribution of vessels of the South Atlantic Blockading Squadron, August 16, 1864.

Name.	Station.	Remarks.
.....	Murrell's Inlet	
James Adger	Georgetown	
Flambeau	Cape Romain	
*Hope	Bull's Bay	
Pawnee	Charleston	Outside the bar.
Sanford	do	Do.
Winona	do	Do.
Pontiac	do	Do.
Wamsutta	do	Do.
Azalea	do	Do.
Camelia	do	Do.
Sweet Brier	do	Do.
Catskill	do	Inside the bar.
Nantucket	do	Do.
Nahant	do	Do.
Lehigh	do	Do.
Montauk	do	Do.
*Supply	do	Do.
*Adams	do	Do.
Gladiolus	do	Do.
Dandelion	do	Do.
Amaranthus	do	Do.
Daffodil	do	Do.
Catalpa	do	Do.
Laburnum	do	Do.
McDonough	Stono	
*Racer	do	
Stettin	North Edisto	
*Allen	St. Helena	

*Sailing vessels.

Distribution of vessels of South Atlantic Blockading Squadron, August 16, 1864—Cont'd.

Name.	Station.	Remarks.
*Wild Cat	St. Helena	
*New Hampshire	Port Royal	
Dai Ching	do	
Philadelphia	do	
Arethusa	do	
Carnation	do	
Pettit	do	
Larkspur	do	
*Bruen	do	
South Carolina	Tybee Island	
Memphis	do	
*Swift	do	
Passaic	Wassaw Sound	
Wissahickon	do	
*Lightning	do	
Cimarron	Ossabaw	
*Fernandina	St. Catherine's	
Sonoma	Sapelo	
*Saratoga	Doboy	
*Ward	Altamaha	
*Braziliera	St. Simon's	
Potomska	St. Andrew's	
*Perry	Fernandina	
Mingoe	St. John's	
Ottawa	do	
Norwich	do	
Hale	do	
*Mangham	Mosquito [Inlet]	
Sangamon	Port Royal	Repairing.
Patapsco	do	Do.
Canandaigua	do	Do.
Mahaska	do	Do.
Flag	do	Do.
Paul Jones	do	Do.
Lodona	do	Do.
Acacia	do	Do.
Home	do	Do.
*Blunt	do	Do.
*Norfolk Packet	do	Do.
*Para	do	Do.
*Smith	do	Do.
*Williams	do	Do.
Clover	do	Do.
Chatham	do	Do.
Jonquil	do	Do.
*Valparaiso	do	Repairing; hospital ship.
*Houghton	do	Repairing; health ship.
Iris		Relieve and communicate.
Geranium		Do.
Harvest Moon		Special duty.
Wabash		Cruising.
Oleander		Southern station with stores.
Marblehead		North for repairs.
Mohawk		Do.
Seneca		Do.
Huron		Do.
Unadilla		Do.
Chippewa		Do.
New Ironsides		Do.
*Midnight		Do.
Weehawken		Sunk or stranded
Housatonic		Do.
*Kingfisher		Do.
Madgie		Do.
Water Witch		Captured.
Columbine		Do.

* Sailing vessels.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Captain Green, U. S. Navy, regarding obstructions near Fort Sumter.

U. S. SHIP JOHN ADAMS,
Off Morris Island, August 16, 1864.

SIR: I enclose a sketch,* furnished by Commander Harrison, of the obstructions extending from Sumter on the channel side. After they were reported by Commander Harrison I sent Acting Master Kempton to take observations from the western side of Sumter, and on comparing notes with Commander Harrison they have located them as indicated by pencil marks instead of ink.

There is also a boom apparently made of rafts of logs from the northeastern to the western part of Sumter, about 50 yards distant from it.

* * * * * * *

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Foster, U. S. Army.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 16, 1864.

GENERAL: I enclose you a copy of a communication† recently received from the Navy Department.

It will give me pleasure to forward any expression of opinion which you may choose to offer.

I am, general, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Major-General J. G. FOSTER,
Comdg. Department of the South, Headquarters, Hilton Head.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Foster, U. S. Army, acknowledging the army salute given in honor of Farragut's victory at Mobile.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 16, 1864.

GENERAL: I have to thank you on the part of the Navy for your handsome recognition by general order and salute of the splendid victory just achieved by Rear-Admiral Farragut and his fleet at Mobile.

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* Not found.

† See July 20, Welles to Dahlgren.

Be assured that the Navy has always a prompt and sincere welcome for the glorious deeds of its comrades of the Army.

I am, general, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Major-General J. G. FOSTER,
Comdg. Department of the South, Headquarters, Hilton Head.

Boat expedition under Commander Colvocoresses, U. S. Navy, to South Newport, Ga., August 16–18, 1864.

Report of Commander Colvocoresses, U. S. Navy, commanding U. S. ship Saratoga.

U. S. SHIP SARATOGA,
Doboy Sound, Georgia, August 19, 1864.

SIR: I have the honor to report that on the night of the 16th instant I landed with a small force at South Newport, McIntosh County, Ga., and did as follows:

We captured a lieutenant and 28 privates of Company F, Third South Carolina Cavalry, dispersed the remainder of the company, amounting to 50 more, and captured 30 Enfield rifles, 54 sabers, 3 shotguns, 3 rifles, 1 revolver, and 2,000 rounds of cartridges; burned their encampment and stables, destroyed two of the largest salt works on the coast, capturing at the same time the overseers of the works, numbering 6, and 71 slaves employed at the works. Also destroyed the large bridge [South Newport River] on the main Savannah road, which connected the two counties, McIntosh and Liberty; also captured the mail and a Mr. L. McIntosh, who has always been looked upon as a violent secessionist. Altogether, we captured 107 persons. There were no casualties on our side, and I am not aware that there were any on the enemy's, for we surrounded them and seized their arms before they had time to recover from their fright and surprise.

Very respectfully, your obedient servant,

GEORGE M. COLVOCORESSES,
Commander, U. S. Navy.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy.

No. 414.] FLAG-STEAMER HARVEST MOON,
Charleston Roads, August 23, 1864.

SIR: It gives me pleasure to inform the Department that Captain Colvocoresses has executed another descent into the rebel territory and captured a lieutenant and 28 privates of Company F, Third South Carolina Cavalry, dispersed the remainder, captured their arms and equipment, burned the encampment, destroyed 2 large salt works, captured 6 overseers and 71 slaves, destroyed the bridge on the main road from Savannah, and captured a mail, etc.

I will transmit the detailed reports by the next steamer.

The activity and skill thus manifested by Captain Colvocoresses are entitled to the highest commendation, and I shall soon give him another and wider field for his labors.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Commendatory letter from Rear-Admiral Dahlgren, U. S. Navy, to Commander Colvocoresses, U. S. Navy.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 24, 1864.

SIR: I am in receipt of yours of the 19th, reporting your expedition of the 16th, in which you captured a portion of a company of South Carolina Cavalry, dispersed the remainder, captured their arms and ammunition, destroyed their encampment and stables, two large salt works, and the principal county bridge, besides liberating 70 slaves and bringing away a number of other persons, amounting in all to 107.

All this was done without casualty, and was very creditably executed, and will be duly reported to the Navy Department with my acknowledgments. I shall also issue an order making my acknowledgments to yourself, your officers, and your men.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander G. M. COLVOCORESSES,
Commanding U. S. Ship Saratoga.

General order of commendation from Rear-Admiral Dahlgren, U. S. Navy.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 26, 1864.

I have the satisfaction to recognize the results of another expedition commanded by Captain Colvocoresses, consisting of men from his own ship, the *Saratoga*, and a detachment from the *Sonoma*.

On the night of 16th August the party landed at South Newport, where it captured a lieutenant and 28 privates of Company F, Third South Carolina Cavalry, and would, no doubt, have secured the remainder—supposed to number 50 men—if they had not taken flight.

With them were captured 30 rifles, 54 sabres, and 2,000 cartridges.

Captain Colvocoresses burned the encampment and stables, liberated 71 slaves, and destroyed the bridge on the main Savannah road.

The whole affair was conducted handsomely and with complete success.

JOHN A. DAHLGREN.
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Petition of captured citizens of Georgia, requesting to be paroled.

DOBOY SOUND, *August 28, 1864.*

We, the undersigned, citizens of Georgia, captured by Commander Colvocoresses, learning that Commodore Jones* refuses to make any provision for our exchange, have, at the suggestion of the commander, agreed to sign a parole of honor, as gentlemen, not to take up arms against the United States Government during the war, provided that in that event we be released to return to our homes and families. Hoping this may agree with your views, we remain your obedient servants,

WILLIAM A. OVERTON.
WALTER A. OVERTON.
CHARLES STEBBINS, Jr.
WM. G. BROWN.
WILSON C. MCMILLAIN.
LACHLAN MCINTOSH.
HUGH F. MITCHELL.

Admiral JOHN A. DAHLGREN.

Abstract log of the U. S. ship Saratoga, Commander Colvocoresses, U. S. Navy.

August 16, 1864.—At 9 a. m. inspected all hands at quarters. All hands employed in fitting out boats for an expedition. At 4:30 p. m. the expedition left the ship and consisted of 120 men and 10 officers, including 2 officers and 25 men from the U. S. schooner *T. A. Ward;* the launch in charge of Acting Master Baldwin, first cutter in charge of Acting Ensign Rogers, barge in charge of Acting Ensign Fabens, *Ariel* in charge of Acting Master's Mate Chase, *Rover* in charge of Acting Master's Mate Stannard, the gig in charge of Captain's Clerk J. W. McReynolds, and the *Ward's* boat in charge of Acting Master Babcock, the whole under the command of Captain G. M. Colvocoresses.

August 19.—At 6:50 a. m. the *Sonoma* came in sight with boats in tow from the expedition. Came to anchor on the starboard side with 36 captured prisoners and 71 contrabands. At 8:30 the expedition returned on board; captured 29 rebel cavalry, 7 civilians, and 71 contrabands, 2,000 rounds of cartridges, 54 sabers, 3 rifles, 3 shotguns, and 1 revolver.

August 20.—At 9 a. m. sent on board the *Massachusetts* 26 prisoners in charge of Acting Master Baldwin.

Abstract log of the U. S. schooner T. A. Ward, Acting Master W. L. Babcock, U. S. Navy.

August 15, 1864.—Altamaha Sound, Ga. From meridian to 4 p. m.: Moderate breezes and pleasant weather. At 3:45 p. m. U. S. ship *Saratoga* signalized for two of our boats, armed and equipped, to repair alongside. Acting Masters W. L. Babcock and W. C. Odiorne left the ship in charge of the boats.

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*This refers to Major-General Samuel Jones, C. S. Army, commanding at Charleston, S. C.—COMPILERS.

August 18.—At 4:30 p. m. no signs of the expedition returning; had half a dozen 32-pounder shot passed up on the forecastle and an equal number aft, to heave into the boats in case of an attack by the rebels; also had the shells drawn out of the guns and charged with grape.

August 19.—At 6:30 a. m. the U. S. S. *Sonoma* arrived and came to anchor near the U. S. ship *Saratoga*, at Doboy Sound, having returned with the boats in tow which left this vessel on the 15th instant, and finally left the *Saratoga* on the 16th, in company with several boats from the latter ship, and started on an expedition. At 12:30 p. m. captain and Ensign W. C. Odiorne returned with the boats and all the men which left the ship on the expedition, having been very successful and accomplished the object for which they started.

Report of Lieutenant-Colonel Hood, C. S. Army.

STATION No. 3,
Atlantic and Gulf Railroad, August 20, 1864.

LIEUTENANT: Lieutenant Mole has not yet reported to me. I am in receipt of a dispatch from Captain Browning, whom I sent to McIntosh County, who reports that the enemy carried off—

Of Company F, Third South Carolina	38
Citizens	5
Negroes	51
Total	94

The enemy destroyed the bridge over South Newport River. I have ordered Captain Browning to remain at Jonesville for the present.

I am, very respectfully, your obedient servant,

A. HOOD,
Lieutenant-Colonel, Commanding.

Lieutenant J. HUNTER,
Acting Assistant Adjutant-General.

Detailed report of Rear-Admiral Dahlgren, U. S. Navy, regarding affairs pertaining to the squadron under his command.

No. 409.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 17, 1864.

SIR: Since my last communication on the state of affairs in this quarter nothing of importance has occurred to change the general aspect.

The blockade is effectually maintained along the whole extent of this command, from Murrell's Inlet (South Carolina) to Mosquito Inlet, on the coast of Florida, an extent of 300 miles. No vessels have entered, with only one exception that I am certain of, and perhaps another that I am not certain of, a result unparalleled in the history of any naval blockade. On the night of the 9th an attempt to enter Charleston Harbor was made by another delinquent, but in endeavoring to avoid the picket monitor, she grounded under Moultrie, and was opened upon from the *Catskill* and the shore batteries, which effectually destroyed the vessel.

Captain Harrison, of the *Catskill*, who first opened fire upon her, describes her as an iron propeller, one smoke pipe and two masts, name unknown.

The arrival of the vessels recently sent, viz, *James Adger*, *Pontiac*, *Mingoe*, and tugs *Gladiolus*, *Amaranthus*, *Catalpa*, *Laburnum*, and *Arethusa*, is a very timely addition to the squadron, and will be a great relief in the execution of the duties.

The drafts of men by the *New Hampshire* and *Massachusetts* also came opportunely, but 500 or 600 men are still necessary to complete the crews of the squadron.

The monotony of blockade service is sometimes enlivened by little adventures, when the opportunity offers.

That executed by Captain Colvocoresses, not far from Darien, [Ga.], was most happily conceived and executed, inasmuch as not a man was hurt.

The State officer, who ordered the meeting, has made some very ludicrous complaints in the Savannah Republican of the 6th, seemingly intended to shift the blame from his own shoulders, and the paper speaks of the affair as a very shrewd thing (a copy* of it is herewith enclosed, received by a refugee from Savannah).

The capture of so many substantial persons in McIntosh County has suggested to me the possibility that it may be turned to account in releasing some of the naval officers who were captured at Fort Sumter nearly a year ago. I have accordingly signified by a flag of truce to the rebel general at Charleston that I wish to exchange my prisoners for his. Having heard also that our officers were not supplied with many of the necessaries of life, I wrote to the rebel general upon the subject, and requested that he would either furnish them with these articles or allow me to do so. Copies of communications † are enclosed.

Somewhat farther to the southward, I have also reported to the Department that Acting Volunteer Lieutenant Swann, commanding U. S. S. *Potomska*, effected a descent upon some extensive salt works and destroyed them so far as possible to do so. A skirmish ensued in which 1 man was killed and 4 or 5 wounded; the rebels were repulsed, with considerable loss it is believed.

At Morris Island our shore batteries at the upper end continue to play upon Sumter, gradually effecting some alteration in the appearance of the huge mass of pulverized masonry, which looks more like an immense sand heap than anything else.

It has been agreed between General Foster and myself that a battery of heavy navy guns should be placed near the north end of Morris Island, in order to try whether their action will be more efficient than that of rifled projectiles, the percussion fuze of which are supposed to act prematurely and produce a superficial effect.

These guns will be worked by the Navy, and I shall look to their operation with considerable interest, as it will tend to throw additional light on the relative merits of smoothbore and rifled cannon.

During the past week I took an opportunity of visiting the southern stations of the blockade, from Fernandina up.

The establishments at Port Royal for the repair and supply of vessels are progressing very well.

The severity of the rebel conscription, as it now includes from 15 years to 55, is making fugitives of many persons who have hitherto

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* See page 611.

† For correspondence between Dahlgren and Jones relating to prisoners, see pp. 601-604.

found it possible to remain in rebeldom; many of these persons have kept grocery stores, barrooms, etc., and have fled, leaving their families and property behind.

The nature of their business naturally makes them well informed in relation to articles consumed by the different classes, especially the masses of the people, and they all concur that there is a real deficiency of the prime articles of food, such as meat, flour, corn, etc.; they state the prices to be enormous, and that meat is not always to be had even at those prices. The common price of a small loaf of bread is a dollar of rebel money, which constitutes the sole currency, notes of banks being hoarded, as well as gold and silver.

I do not give this as coming from one or two or three persons, but as the result of frequent examinations made by myself of persons of various occupations who have left Savannah and Charleston a few days previously. Some of these small traders told me within a few days past that they believed, from what they knew in the course of their daily business, that three-fourths of the masses of the people in Georgia are opposed to a continuance of the war, and would gladly see an end put to it. I am satisfied that the power of the rebel central Government is only represented in this quarter by the number of troops which it can maintain, and this probably does not exceed 15,000, two-thirds of which hold the fortified positions at Charleston and Savannah, and the intervening communication by the railroad, which has batteries at intervals.

The *Pontiac* and *Mingoe* have been put under trial of speed between the buoys at Charleston and Port Royal, the distance between which is established by coast survey, and, as it extends to as much as 50 knots in the open sea, it affords a fair criterion of what the steamers actually do perform at sea.

The *Mingoe* ran the 50 miles at the rate of 11½ knots per hour.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Foster, U. S. Army, regarding a transfer of guns for army use.

FLAG-STEAMER HARVEST MOON,
Port Royal Harbor, S. C., August 18, 1864.

GENERAL: Conformably to the understanding between us, I have caused some XI-inch guns to be landed on Morris Island, and I am told that the platforms and appliances are nearly in readiness to receive the guns, so that it may be possible to open fire next week.

Please to inform me whether you still desire that I should send men and officers to work the guns; if so, I will cause a detail to be made for that purpose.

I am, general, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Major-General J. G. FOSTER,
Comdg. Dept. of the South, Headquarters, Hilton Head.

Letter from Major-General Foster, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, regarding naval battery on Morris Island, for joint operations.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., August 18, 1864.

ADMIRAL: I have received your letter of the 18th in relation to the XI-inch guns for Morris Island. I certainly desire, in accordance with our understanding, that you shall furnish men, officers, and ammunition for this battery, and I shall be pleased to know that you can do so. I have given orders to General Schimmelfennig to this effect, and also that the ammunition, etc., shall be transported to the battery from the landing, whether at Light-house Inlet or on the beach. I respectfully suggest that the senior officer ordered to the battery have orders to consult with General Schimmelfennig as to the point to be fired at, general rate of firing, precautions against surprise, etc. In all matters pertaining to the immediate command of his men and guns he will, of course, be upon his own responsibility. Being a joint labor, it will be better to be in perfect accord, so that the army and naval batteries side by side may only compete in excellence of firing and discipline.

Very respectfully and truly, yours,

J. G. FOSTER,
Major-General, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron, Present.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, to proceed as convoy to vessel carrying Confederate officers to Charleston.

NAVY DEPARTMENT, *August 19, 1864.*

SIR: The War Department is to send some four hundred rebel officers to Charleston, and desires convoy for the vessel which is to take them down. The vessel will reach the breakwater at the mouth of the Delaware on Sunday next, between 12 and 3 o'clock in the day, and you will touch with the *Admiral* at that point on your way south and afford convoy as far as Charleston, or to such point in the vicinity as a commanding officer of the vessel may think convoy may be dispensed with with safety.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Acting Volunteer Lieutenant WM. B. EATON,
Commanding U. S. S. Admiral, New York.

Instructions from Captain Green, U. S. Navy, to Commander Williamson, U. S. Navy, commanding U. S. S. Flag, regarding matters pertaining to the blockade.

U. S. SHIP JOHN ADAMS,
Off Morris Island, August 19, 1864.

SIR: I enclose herewith, for your government, a copy of my instructions given to Commander Balch during your recent absence from this

station relating to the dispositions of the vessels composing the outside blockade.

In addition I have to direct that one or more fast vessels, say the *Pontiac* and *Nipsic*, be detailed to cruise, outside of the vessels referred to in my letter to Commander Balch, during the day and return to inshore stations at night.

There is now in the harbor of Charleston a large side-wheel steamer, apparently new, which no doubt will attempt to run out on the first favorable opportunity.

The *Azalea* will be detained inside for two or three days for repairs, and if you think it necessary I will endeavor to supply her place by another tug.

I wish the *Pawnee* during the day and night to be stationed near the bar in a convenient position for reading signals and coming inside, should it be required.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Commander J. C. WILLIAMSON,
Comdg. U. S. S. Flag and Senior Officer, Offshore Blockade.

Letter from Brigadier-General Schimmelfennig, U. S. Army, to Captain Green, U. S. Navy, regarding the failure of clockwork torpedoes.

HDQRS. NORTHERN DIST., DEPARTMENT OF THE SOUTH,
Morris Island, S. C., August 20, 1864.

SIR: I have the honor to herewith return the sextant you so kindly loaned me, with my best thanks. Allow me at the same time to convey to you the expression of my thanks and appreciation for the various facilities that you have always so readily furnished me. The submarine fuze obtained from you I have found to work admirably. The clockwork torpedoes have, in all my experiments, proved a failure. I attribute the main cause of this to the fact that the spring which brings down the hammer on the nipple does not exercise force enough to explode the cap. This was proved to be the case in a large number of experiments. Otherwise I think those torpedoes may be made to work, and that some of the mechanics here may so change the machinery as to effect this purpose. If possible, I should like to obtain from you 25 yards more of the submarine fuze and three torpedoes.

I have the honor to be, with the highest respect, your obedient servant,

A. SCHIMMELFENNIG,
Brigadier-General, Commanding District.

Captain J. F. GREEN, U. S. Navy.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the U. S. S. Paul Jones.

No. 413.] FLAG-STEAMER HARVEST MOON,
Off Charleston, S. C., August 22, 1864.

SIR: I transmit herewith for the information of the Department, reports of the condition of the U. S. S. *Paul Jones*, conformably to which I shall direct her to proceed to the north for repairs.

I have the honor to be, very respectfully, your obedient servant

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Volunteer Lieutenant Swann, U. S. Navy, commanding U. S. S. Potomska, regarding an expedition in White Oak River, Georgia, August 22–24, 1864.

U. S. S. POTOMSKA,
St. Andrew's Sound, August 25, 1864.

SIR: I have the honor to report the success of an expedition up the Satilla and White Oak rivers in this ship. I got underway at 11:30 [a. m.] August 22, and steamed up the Satilla River to Penniman's Mills, 31 miles. I again got underway and ran up to the forks of the White Oak River [Creek], and sent two boats (towing a scow) under the command of Acting Ensigns Curtis and Joslin to a turpentine still 3 miles above. The rosin barrels were so broken and decayed I could only bring off 31 of them. The turpentine was in a raw state in pits and I had to burn it.

The following is a summary of the result of the expedition: Thirty-one barrels of rosin brought down, about 1,000 barrels rosin burned, about 1,500 barrels raw turpentine burned, Sergeant Jos. Quarterman, Third Georgia Cavalry (prisoner), 17 refugees, 8 double-barrel guns, 1 single-barrel gun, 1 Sharps carbine.

I am, sir, very respectfully, your obedient servant,

R. P. SWANN,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Abstract log of the U. S. S. Potomska, Acting Volunteer Lieutenant Swann, U. S. Navy, commanding.

August 22, 1864.—At 4:30 p. m. entered Satilla River. At 5:20 came to anchor with port anchor and 8 fathoms cable off Penniman's Mills and sent first and third cutter on shore to destroy boats, etc., and to try to capture the rebel pickets, who ran away at our approach. Failed in overtaking them; towed off one skiff. From 6 to 8. p. m. first and third cutter and gig on shore with Messrs. Curtis, Watson, and Joslin, making a raft of planking, etc. Brought off a length of chain cable, also 2 shotguns and spyglass. Expended 5 shell from pivot

gun. At 8 p. m. armed all the crew with rifles and muskets. At 10 p. m. towed the raft of lumber off to the ship, and at 11 got underway, standing down the river. At 11:45 the raft broke adrift and we allowed it to drop down the river. At 12 entered White Oak River [Creek] and picked up 3 refugees.

August 23.—At 2 a. m. the first and third cutters and armed crews left the ship with a scow in tow, under the charge of Mr. Curtis and Mr. Joslin. At 9:30 third cutter returned, having captured a rebel prisoner named Joseph Quarterman, 4 shotguns and 1 horse pistol, taken from his house. At 10:30 got underway and stood down the river a quarter of a mile and came to anchor. At 3:45 p. m. the expedition returned with 61 barrels of rosin and a copper still and William Registera, a refugee. At 4:15 grounded on a bank in the river. Let go port anchor. Heavy rain, thunder, and lightning. At 10:10 started the engine and hauled ship off. Got underway, standing down the river. At 11:20 started ahead full speed and washed all the top tier of the rosin overboard, leaving us 31 barrels, which were got on board.

August 24.—At 5:30 a. m. got underway (from mouth of White Oak River) and stood up Big Satilla River. At 6:20 came to the site of Penniman's Mills; saw several boys on picket, who ran as soon as we anchored. Sent boat on shore and brought a Mr. Fisher and Mrs. Penniman on board. At 7:50 sent Acting Ensign Watson on shore with 15 men to reconnoiter. Sent Mrs. Penniman on shore. Took refugees on board and stood down the river. At 3 p. m. Captain Gillespie, of the *Braziliera*, came on board. At 3:45 sent all the refugees on shore and transferred J. Quarterman (prisoner) to the *Braziliera* in charge of Captain Gillespie.

August 25.—From 6 to 8 p. m. steaming up St. Simon's Sound. At 7:45 the *Saratoga's* boats came alongside with officers and men for a tow to Doboy Sound.

August 26.—At 10 a. m. standing into Doboy Sound. At 10:50 stopped near the *Saratoga* and sent away boats, officers, and men belonging to the *Saratoga* and schooner *T. A. Ward.*

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the establishment of naval battery on Morris Island.

No. 415.] FLAG-STEAMER HARVEST MOON,
Off Morris Island, S. C., August 23, 1864.

SIR: Conformably to what I have already stated to the Department under date of August 17, four XI-inch guns have been landed on Morris Island, being all for which I had carriages. These will be placed well in the advance, near Cumming's Point and near a new battery of the Army, mounting 5 heavy rifled cannon, 2 X-inch columbiads, and 14 mortars, which, with the XI-inch guns, should exert a powerful effect.

In an interview yesterday with General Schimmelfennig, he expressed the opinion that its action would probably enable him to assault Sumter. If so, it may be possible to occupy the lower harbor with the ironclads, and thus gain an important step which will facilitate the advance upon the upper harbor and the city.

But much will depend on the state of the force which I may happen to have at the time

I had hoped that the new battery would be the first to give notice to the rebels of its presence, but I observe that a correspondent has already done so in the Herald of August 19.

I shall send requisitions on the Bureau for some XI-inch gun carriages, as a reserve in case of accident while under fire, and also some XI-inch ammunition.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Dahlgren, U. S. Navy, urging the need of an additional diver for cleaning the ironclads.

No. 416.] FLAG-STEAMER HARVEST MOON,
Off Morris Island, August 23, 1864.

SIR: The bottoms of the ironclads foul so rapidly that one diver can not remove the grass and oysters from three or four before the first of these is as bad as before, and the speed is thus reduced one half.

For this reason I have asked Mr. Phelps to submit a proposition for another diver, which is enclosed. This is to hold good for three months, so as to give the opportunity for change if desirable.

The cost is enormous, but I see no immediate remedy; the beaching only admits of cleaning the upper part of the sides, not the lower part or bottom.

I intend to get up a corps of divers on my own resources, but this may require a little time.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to the chief of the Bureau of Ordnance, requesting gun carriages and ammunition.

FLAG-STEAMER HARVEST MOON,
Off Morris Island, S. C., August 23, 1864.

SIR: Will the Bureau please send to me four or five new pivot carriages for XI-inch guns to meet any accident which may occur to some mounted in a naval battery now ashore?

Also a few thousand XI-inch shell and shrapnel and grape (light).

The stock of powder is getting low, as I have been drawn on largely by the Army, which was in need of it, to sustain the fire of its batteries on Morris Island.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander H. A. WISE,
Chief of Bureau of Ordnance.

Boat expedition under Commander Colvocoresses, U. S. Navy, in Turtle River, Georgia, August 23–25, 1864.

Report of Rear-Admiral Dahlgren, U. S. Navy.

No. 428.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 29, 1864.

SIR: I have already apprised the Department of the necessity for sending north the *Paul Jones*, by recommendation of the fleet engineer, who finds the repairs required too extensive for the force here.

The *Cimarron* is just reported disabled in one boiler while blockading Ossabaw, which, with the absence of the vessels under repair north and at this place, renders very desirable the addition of some efficient vessels to the force here.

I enclose copy of parole* offered by certain citizens taken in course of an expedition, without arms, and with no evidence of hostile intent; they were brought away, it is presumed, as a measure of precaution, to prevent the enemy getting notice of the movements of our party.

I enclose copy of a report† from Acting Volunteer Lieutenant Swann, of the *Potomska*, of an expedition up the Satilla and White Oak rivers, also one from Captain Colvocoresses of a third expedition from the *Saratoga*.

They confirm the impressions I have previously conveyed to the Department that the country in this quarter is just now entirely stripped of its fighting population, small parties of troops being assembled at certain points to check expeditions from the ships.

A sufficient force is distributed at Savannah and Charleston and the intervening points of the railroad.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Colvocoresses, U. S. Navy, commanding U. S. ship Saratoga.

U. S. SHIP SARATOGA,
Doboy Sound, Georgia, August 26, 1864.

SIR: I have the honor to inform you that I have just returned from an expedition to Bethel, Ga., some 25 miles up Turtle River, and 45 miles from this anchorage. The object of the expedition was to attack the rebel force stationed there.

I left the ship on the afternoon of the 23d instant with 75 men and 5 officers. I was joined by Captain Babcock, of the U. S. schooner *T. A. Ward*, on the way with 25 men, and Captain Gillespie, of the *Braziliera*, with 5 men.

The expedition left the *Braziliera* the next day about sunset and proceeded up the river. Everything went on well until about 1 o'clock, when the enemy's pickets commenced firing at us, which showed that we had been discovered. No one, however, was hurt by

*See p. 633. †See p. 639.

the fire, and we gave way in our boats harder than ever that we might reach our destination before the news of our arrival could be carried there by the pickets. We were fired at afterwards by two other pickets, but they, too, missed us, and by 3 o'clock all the boats safely reached their destination.

I was both surprised and disappointed when we landed to find no enemy. It seems he had heard the fire of the pickets and immediately fled.

Before leaving the place I burned the post-office and the store belonging to J. M. Tison, a noted rebel and one of the judges of the inferior court. I also brought away three of his slaves and some arms which were found in his house.

There was a considerable quantity of loose cotton and a loom for making cotton cloth in the store, which were destroyed with the building.

The expedition left to return to the ships about half-past 5 o'clock. On the way we stopped at the place the pickets commenced firing at us, where we found a man by the name of J. Chubb, whom Captain Gillespie represented as having been engaged in several attempts to destroy the vessel stationed at St. Simon's.

This, together with the fact that he was found by me at the place where the pickets were stationed, was, I thought, a sufficient evidence to justify my taking him a prisoner, and I did so.

The expedition rested a whole tide at Brunswick, during which the place was searched, but no signs of the enemy were visible.

Very respectfully, your obedient servant,

GEO. M. COLVOCORESSES,
Commander, U. S. Navy.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Commendatory letter from the Secretary of the Navy to Commander Colvocoresses, U. S. Navy.

NAVY DEPARTMENT,
September 15, 1864.

SIR: I have received from Rear-Admiral Dahlgren the reports of the several expeditions recently dispatched from the U. S. S. *Saratoga* into the waters and counties of Georgia, which were originated and conducted by you with commendable discretion and zeal and crowned with success.

The Department desires to return to you and those under your command its thanks for your zealous and good services to the country on the occasions referred to.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander GEORGE M. COLVOCORESSES,
Comdg. U. S. Ship Saratoga, S. Atlantic Blockdg. Squadron.

Abstract log of the U. S. ship Saratoga, Commander Colvocoresses, U. S. Navy.

August 23, 1864.—An expedition left the ship at 7:15 p. m. with 75 men.

August 25.—At 2 p. m. sent the dingey with 5 men in charge of Boatswain Miller to Doboy Island to reconnoiter.

August 26.—At 5 a. m. sent prisoners and contrabands on board the *Harvest Moon*. At 10:55 a. m. boats returned from the expedition.

September 23.—From 8 to meridian commander went on a reconnoissance up the Ashepoo River. At 7 p. m. commander returned.

September 29.—At 9 a. m. Commander Colvocoresses left the ship and took passage in the U. S. S. *Pettit*.

October 21.—Acting Lieutenant Edgar Brodhead came on board from the *Wild Cat* to take command of this ship by order of the Secretary of the Navy.

Abstract log of the U. S. bark Braziliera, Acting Master Gillespie, U. S. Navy.

August 24, 1864.—At 3:30 a. m. Captain Colvocoresses, commanding U. S. ship *Saratoga*, came on board, accompanied by 6 armed boats, bound on an expedition. At 9:30 a. m. the captain left the ship in the race boat. At 6:40 p. m. the captain returned, bringing one prisoner from the U. S. S. *Potomska* and Mr. Collins, the pilot. At 8:30 p. m. the expedition which came on board left the ship. Captain Gillespie also left the ship with an armed boat's crew to accompany the expedition.

August 25.—At 5 p. m. Captain Gillespie returned from the expedition and landed one contraband. Captain Colvocoresses came on board; his expedition all arrived here on their way to their respective ships. At 9:15 p. m. Captain Colvocoresses and the boats of his expedition left the ship to go on board the *Potomska*. At 10:15 p. m. the *Potomska* got underway and steamed out of the harbor with the boats of the expedition in tow.

Abstract log of the U. S. schooner T. A. Ward, Acting Master Babcock, U. S. Navy.

August 23, 1864.—Altamaha Sound. From meridian to 4 p. m. crew preparing boats and arms for an expedition. At 9:30 p. m. 5 armed boats from the *Saratoga* arrived, which were joined with 2 boats and 24 men from this ship; the gig in charge of Acting Master W. L. Babcock and first cutter in charge of Acting Ensign W. C. Odiorne; after which they all proceeded up Altamaha River on an expedition.

August 26.—At 10 a. m. the *Potomska* arrived at Doboy Sound with the boats in tow that went on the expedition. At 2:30 p. m. the gig and first cutter returned from the expedition.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding desertions.

No. 419.] FLAG-STEAMER PHILADEPHIA,
Port Royal Harbor, August 24, 1864.

SIR: The following statement occurs in a communication from the commander of the *Sonoma*, at Sapelo Sound, Georgia:

> Two men from this vessel are missing, and have, I think, deserted. One is an Englishman, and the other I have since learned came from the Army, and was at one time in the Confederate service.

As a number of men have been sent down here that have been in the rebel service there is reason to apprehend some frequency in desertions when the opportunity can be had, and our vessels will often be placed at a disadvantage by the information which these men have it in their power to give.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES.
Secretary of the Navy.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Johnson, U. S. Navy, commanding U. S. S. Montauk, suggesting occasional reconnoissances in the Stono River.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 24, 1864.

SIR: Yours* of August 21 has been received, announcing the burning of Legaréville by the rebels the night previous.

It is well to keep informed of the movements of the rebels on both sides of the Stono by occasional reconnoissances with the vessels and by scouting John's Island.

It should be an object to keep the rebels from advancing on their former positions; at the same time there should always be a concert of action with the general commanding the forces in that quarter.

A good lookout should be kept on all rebel movements, though they will not undertake much while there is an ironclad in the Stono.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander A. W. JOHNSON,
Commanding U. S. Ironclad Montauk,
Senior Officer Present in the Stono.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Colvocoresses, U. S. Navy, to assume command of the blockadiny forces at St. Helena Sound, South Carolina.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, August 24, 1864.

SIR: You will send by the U. S. S. *Harvest Moon* to this anchorage the contrabands and prisoners of war recently captured by you, with a list of their names.

On the reporting of your relief, the U. S. S. *Geranium*, you will proceed in the *Saratoga* to St. Helena and assume command of the blockading forces at that place. This, provided you have no expedition on foot that this order will interfere with.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander GEO. M. COLVOCORESSES,
Commanding U. S. Ship Saratoga.

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*Not found.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding orders issued to the U. S. S. Mahaska, to proceed to Boston for repairs.

No. 421.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, August 25, 1864.

SIR: I herewith enclose for the information of the Department the report of Fleet Engineer Danby upon the condition of the boilers and engines of the U. S. S. *Mahaska*.

I have thought it best to comply with the recommendation of the fleet engineer, and have therefore ordered the *Mahaska* to Boston for repairs.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Matthews, U. S. Navy, to assume charge of naval battery on Morris Island.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 25, 1864.

SIR: You will proceed to Charleston and report to Captain Green for the charge of the XI-inch battery which is being erected on Morris Island. Ensign Craven will go with you.

Captain Green will please to supply you with a boat and fifteen or twenty good men to assist temporarily until your own detachment arrives.

Having reported to Captain Green, you will land on Morris Island and call on General Schimmelfennig, stating to him that you are to take charge of the XI-inch guns, and will, if he pleases, proceed to arrange for the seamen that are to be sent.

Be careful not to communicate anything of interest with the ordinary army signals, as they are read by the rebels, but arrange a semaphoric code.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander E. O. MATTHEWS,
Flagship.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Volunteer Lieutenant Churchill, U. S. Navy, for special service.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 25, 1864.

SIR: You are hereby detached from the ironclad *Nahant* and will assume command of the U. S. schooner *G. W. Blunt* for special service.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Actg. Volunteer Lieutenant W. L. CHURCHILL, U. S. Navy,
U. S. Ironclad Nahant.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Dyer, U. S. Navy, regarding transfer of command.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 25, 1864.

SIR: You are hereby detached from the U. S. S. *Mahaska*, and will, without delay, assume command of the U. S. S. *Home*, relieving Acting Master William B. Stoddard.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Master BENJAMIN DYER, U. S. Navy,
U. S. S. Mahaska.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the U. S. S. Pontiac.

NAVY DEPARTMENT, *August 26, 1864.*

SIR: Your No. 388 has been received. The U. S. S. *Pontiac* can be retained on your station, her original order being to report to you for duty.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral JNO. DHALGREN,
Comdg. South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, transmitting request from Major-General Foster, U. S. Army, for the use of naval steamer as convoy for prisoners.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, August 26, 1864.

SIR: I enclose you a copy of a note from General Foster to myself. In compliance with his request, you will keep a vessel near the prisoners, steaming with strict injunctions to guard her closely.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain JOSEPH F. GREEN,
Senior Officer Present, off Charleston.

[Enclosure.]

HEADQUARTERS DEPARTMENT OF THE SOUTH,
August 26, 1864.

ADMIRAL: I have the honor to inform you that 600 rebel officers arrived here yesterday for the purpose of being placed under fire on Morris Island. I propose to take them up to-morrow morning between daylight and 10 o'clock. As the steamer in which they are confined is very much crowded, I would respectfully request that you send one of your fleet with the prison ship as a convoy.

It will be two or three days before the prisoners can be landed, and, if possible, I would like to have one of your gunboats ordered to remain near the steamer until preparations are made for disembarking them.

I have the honor, admiral, to be, very respectfully, your obedient servant,

J. G. FOSTER,
Major-General, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Captain De Camp, U. S. Navy, commanding U. S. S. Wabash, of arrival off Charleston, S. C., from a cruise on the coast.

U. S. FRIGATE WABASH,
Off Charleston, August 26, 1864.

SIR: I have to report the arrival of this ship at this anchorage this morning from a cruise along the coast. My instructions from the rear-admiral commanding South Atlantic Blockading Squadron, dated July 18, 1864, are to report to the senior officer off Charleston this day.

Illness prevents my reporting in person.

I am, sir, very respectfully, your obedient servant,

J. DE CAMP,
Captain.

Captain J. F. GREEN, U. S. NAVY,
Commanding U. S. Naval Forces, off Charleston, S. C.

Report of Acting Master Gillespie, U. S. Navy, commanding U. S. bark Braziliera, regarding boat expeditions, August 26 to September 6, 1864.

U. S. BARK BRAZILIERA,
St. Simon's Sound, Georgia, September 9, 1864.

SIR: During the last ten days my boats have made several excursions inland destroying salt works, consisting of 10 kettles of 700 gallons each, 12 kettles of 500 gallons each, 20 pans 4 feet by 6 feet, and 300 bushels of salt; liberating 30 negroes and 2 white families.

Took J. A. Lang and J. D. Denson, prisoners; they belong to the Third Georgia Militia.

The salt works were situated some 18 miles up Turtle River, on the creeks leading into Buffalo swamp. My officers and men have penetrated some 40 miles inland between the Altamaha and Satilla rivers, meeting no opposition excepting the militia. Credit is due my people for the energy with which these boat expeditions have been prosecuted. The enemy's force now in this county amounts to 100 Confederate soldiers and 75 militia.

I have the honor to remain, very respectfully, your obedient servant,

W. T. GILLESPIE,
Acting Master, Commanding.

Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Endorsement.]

Respectfully transmitted for the information of the Department.

JOHN A. DAHLGREN,
Rear-Admiral.

Abstract log of the U. S. bark Braziliera, August 26 to September 6, 1864.

August 26, 1864.—At 11:45 p. m. Mr. Bennett and Mr. Collins left the ship with the second cutter and whaleboat, with Mr. Spaulding (refugee) and the surgeon's steward as assistants, to go on an expedition to Camp Walker, on the Turtle River.

August 27.—At 1:10 a. m. a bright light was seen in the direction of Turtle River. Apparently a signal light, as it burned for the space of three minutes. At 10:30 a. m. sent the launch with Mr. Austin and Dr. Fife to meet the expedition which left the ship to go to Camp Walker. At 11 the launch and second cutter returned. At 11:20 Mr. Bennett returned in the whaleboat, having succeeded in capturing Mr. Bernett, postmaster of Mount Pleasant post-office, Glynn [Wayne] County, Ga., and a mail bag containing mail matter for various parts of the Confederate States, which was brought on board and delivered up to the captain. He also captured a small sailboat and brought off 11 refugees (black), which were landed on St. Simon's Island.

August 28.—At 11:35 a. m. Captain Gillespie left the ship with two armed boats to go on an expedition. The pilot and Mr. Spaulding accompanied him.

August 29.—At 2 a. m. the gig left the ship, the whaleboat also, with an armed crew, in charge of Mr. Austin. At 4:45 a. m. saw a light burning about S. W. Supposed it to be one of the boats belonging to the expedition. At 5:05 the schooner *Mary* reported standing for the ship. At 6 the whaleboat and gig left the schooner and pulled for the ship. At 6:14 Mr. Austin returned in the whaleboat. At 6:20 the captain and Mr. Collins returned in the gig. At 6:50 p. m. the captain left the ship in his gig and first cutter, in charge of Mr. Severns, with 19 armed men, to go up Turtle River. The schooner *Mary* went with the boats.

August 30.—At 3 a. m. the second cutter returned in charge of Boatswain's Mate Woods from an expedition, bringing 1 prisoner, by the name of J. A. Lang, and 7 refugees. At 3:30 p. m. the first cutter returned. At 4:45 the *Mary* came to anchor close to the ship, inshore of us. The captain and pilot returned on board, bringing a prisoner of war, named Denson, and 7 contrabands taken on the expedition.

September 1.—St. Andrew's Sound.—At 3 a. m. Mr. Bennett left the ship with three armed boats and crews to go on an expedition. Mr. Longstreet, Mr. Severns, and the pilot accompanied the expedition. At 6:40 saw three boats up Wilson's Creek, supposed to be the expedition that left at 3 this morning. At 10:41 Messrs. Bennett, Longstreet, and the pilot returned on board with the first cutter. At 10:52 the whaleboat returned. At 11:52 Mr. Severns returned with the gig. At 7:30 p. m. sent the second cutter on an expedition up White Oak River in charge of Boatswain's Mate Woods.

September 3.—At 5:20 a. m. the captain left the ship with the first cutter and whaleboat with armed crew to go on an expedition. The following officers went with him: Mr. Longstreet, Mr. Austin, Mr. Collins, and the prisoner, Mr. Denson.

September 4.—At 12:30 a. m. the whaleboat returned in charge of Mr. Austin. At 1 the captain returned with the first cutter, Mr. Longstreet, and the prisoner, Mr. Denson. At 6:29 Messrs. Severns and Mahoney left the ship in the whaleboat to go up Denson's Creek to destroy salt works. At 6:33 Mr. Austin left the ship in the first cutter to join the captain at the mouth of Turtle River. At 9 the second cutter returned in charge of Boatswain's Mate Woods, bringing one refugee.

September 5.—At 4:57 a. m. Messrs. Severns and Mahoney returned in the whaleboat, bringing with them Captain Denson and Miss Farrell. They report having destroyed 2 salt works, 2 furnaces, and 10 large kettles. At 4:10 p. m. the captain returned on board, the expedition from Turtle River having destroyed 1 salt work and brought down 12 refugees and 23 contrabands. At 8:25 p. m. the *Mary* got underway and started for Turtle River.

September 6.—At 4:30 p. m. the captain returned. At 5:30 the schooner and the second cutter returned from the expedition. Mr. Bennett and Mr. Collins returned with Mr. Denson and his family; they report having destroyed a salt work with 6 kettles.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Luce, U. S. Navy, regarding assignment to duty.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 27, 1864.

SIR: You will take temporary command of the U. S. S. *Canandaigua* during the absence of Captain Green from that ship, unless a suitable command can be provided for you sooner.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander S. B. LUCE,
Flagship.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Henry, U. S. Navy, for temporary command of the U. S. S. Lodona.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 29, 1864.

SIR: On receipt of this order you will, without delay, assume temporary command of the U. S. S. *Lodona.*

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander E. W. HENRY, U. S. Navy,
Port Royal, S. C.

Letter from Captain Green, U. S. Navy, to Captain De Camp, U. S. Navy, urging vigilance against blockade runners in Bull's Bay.

U. S. SHIP JOHN ADAMS,
Off Morris Island, South Carolina, August 29, 1864.

SIR: I shall order the *Acacia* to report to you for blockade duty this evening. Please assign to her her old station off Breach Inlet. She, with the *Azalea* and *Sweet Brier*, on the inside line of blockade, off Breach Inlet, ought to guard Maffitt's Channel effectually.

I have some reason to believe that the blockade is violated through the inlets on Bull's Bay to the northward.

I therefore desire that the inlets may be closely guarded, and that the *Laburnum* be dispatched to Bull's Bay with orders to go inside and anchor off the eastern end of the island after dark and come out by or before daylight. This is to be continued during the present dark nights, in order to ascertain whether that passage to Charleston is used by blockade runners, and she should be ready for slipping when at anchor and for instant offensive operations, as a vessel passing in would necessarily be obliged to pass very near her.

There are two large side-wheel steamers inside. An intercepted rebel signal informs us that a craft of some kind is ready and watching for an opportunity to run out.

The *Fox*, an old and successful sinner, is expected daily. I trust she may be discovered when she makes an attempt to run in, and that her progress may be averted by sinking her.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Captain JOHN DE CAMP,
Comdg. U. S. S. Wabash, Senior Officer, Offshore Blockade.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, to cooperate with Major-General Foster, U. S. Army, in guarding Confederate prisoners to be placed under fire.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 30, 1864.

SIR: This letter will reach you by the steamer which convoys an army transport to Charleston in which there are said to be some 600 rebel officers.

General Foster has addressed me a letter in relation to them, from which I extract the following:

> I wish to have the steamer with the prisoners on board moored as near Fort Wagner as possible, so that she will be completely in range of the guns of that fort and your gunboats.
>
> The camp which I am preparing for these prisoners is not finished as yet, but will be in the course of a few days, when they will be removed. In the meantime I wish every possible precaution taken to prevent the escape of any of these prisoners.

I desire that you will take such measures as will meet the wishes of the general.

I wish you to communicate a copy of this letter to General Schimmelfennig, commanding the district.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN, U. S. Navy,
Senior Officer Present off Charleston.

Order of Captain Green, U. S. Navy, to Captain De Camp, U. S. Navy, regarding the delivery of papers by flag of truce.

U. S. SHIP JOHN ADAMS,
Off Morris Island, South Carolina, August 30, 1864.

SIR: Please have the accompanying package of letters delivered by a flag of truce off Breach Inlet.

Give directions for the flag-of-truce boat to approach the inlet no nearer than 1½ or 2 miles, there to anchor and wait the arrival of a rebel flag-of-truce boat.

The vessel from which the boat is sent, as well as the boat, should show a flag of truce.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Captain JOHN DE CAMP,
Comdg. U. S. S. Wabash, Senior Officer, Offshore Blockade.

Correspondence regarding the firing from Morris Island batteries upon Confederate flag of truce, August 30, 1864.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Foster, U. S. Army, requesting explanation.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., September 1, 1864.

GENERAL: I enclose herewith papers just received from the senior officer in Charleston Roads, by which it appears that while a flag-of-truce boat from the squadron was communicating with a boat bearing a flag of truce from Sullivan's Island the latter was fired at by our batteries on Morris Island.

I trust you will at your earliest convenience enable me to say that this was a mistake. Please be so good as to return the papers.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Major-General J. G. FOSTER,
Comdg. Dept. of the South, Headquarters, Hilton Head.

Report of Captain Green, U. S. Navy, transmitting reports of the commanding officers of the outer blockade and of the flag-of-truce boat.

U. S. SHIP JOHN ADAMS,
Off Morris Island, S. C., August 31, 1864.

SIR: I enclose herewith copies of communications from Captain De Camp and Acting Ensign McClure in relation to the batteries on Morris Island firing upon a rebel flag-of-truce boat while in transit to meet our flag-of-truce boat in charge of Acting Ensign McClure, anchored off Breach Inlet.

I would state that it is unusual for a rebel flag of truce to come from Moultrie Point to meet ours off Breach Inlet. They generally come from the inlet.

I have sent a copy of Acting Ensign McClure's statement to General Schimmelfennig, with a letter from myself, stating simply that it had been forwarded for his information and making no comment upon the proceeding.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosures.]

U. S. FRIGATE WABASH,
Off Charleston, S. C., August 31, 1864.

SIR: I have the honor herewith to enclose you a communication from Acting Ensign McClure, of this ship, who went yesterday in charge of a flag-of-truce boat, agreeably to your order, for the purpose of delivering a package of letters to the rebel authorities near Breach Inlet. You will perceive by Mr. McClure's report that the rebel boat bearing a flag of truce, sent from Sullivan's Island for the purpose of communicating with us, was fired upon by our batteries on Morris Island, a fragment of a shell falling into the rebel boat and other shells bursting over and about her. Comment from me is unnecessary. I respectfully place the matter in your hands.

I am, sir, very respectfully, your obedient servant,

J. DE CAMP,
Captain, Commanding Outer Blockade, off Charleston.

Captain J. F. GREEN, U. S. Navy,
Senior Officer Present.

—

U. S. FRIGATE WABASH,
Off Charleston, S. C., August 30, 1864.

SIR: In obedience to your order, I proceeded with a flag of truce in toward Breach Inlet. When within about 2½ miles of the beach, I cast off from the *Winona* and pulled in toward the fort at Breach Inlet. When within about 1½ miles, a shot was fired across our bow from the fort, when I immediately anchored. After waiting about an hour I noticed a boat sailing around Fort Moultrie, and soon after steering toward us. It was, however, too far distant for me to distinguish whether it

showed a flag of truce or not. It had not gone far before our forces on Morris Island commenced firing at it, and I noticed two or three shells explode directly over the boat. I soon after distinguished a small flag of truce, when I got underway and stood toward it under sail. On communicating, I found the boat in charge of Lieutenant R. Jones, of General Higgins' staff. I delivered the packages to him. He complained very bitterly of our forces on Morris Island firing at him while on his way out. I told him I was very sorry anything of the kind had occurred, and hoped that everything would soon be satisfactorily explained. Our communication here ended, and I returned aboard ship.

Very respectfully,

G. M. McCLURE,
Acting Ensign.

Captain J. DE CAMP,
Commanding Outer Blockade, off Charleston.

Letter from Brigadier-General Schimmelfennig, U. S. Army, to Captain Green, U. S. Navy.

HDQRS. NORTHERN DIST., DEPARTMENT OF THE SOUTH,
Morris Island, South Carolina, September 2, 1864.

CAPTAIN: I have the honor to acknowledge the receipt of your communication of the 31st ultimo, relative to the firing upon a flag-of-truce boat by my batteries. In reply allow me to respectfully inform you that my orders from Major-General Foster are to receive no flags of truce in this district, and that in compliance with these orders I have instructed my pickets and batteries on the approach of a flag of truce to warn its bearers back by firing twice over their heads and the third time to fire sharp. I must therefore beg that in case the naval forces wish to communicate by flag of truce they will notify me of the same beforehand, otherwise the occurrences of August 30 will certainly be repeated.

I herewith have the honor to be, with the highest respect, your obedient servant.

A. SCHIMMELFENNIG,
Brigadier-General, Commanding.

Captain J. F. GREEN, U. S. Navy,
Commanding Squadron off Charleston.

Letter from Major-General Foster, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., September 11, 1864.

ADMIRAL: In my letter of the 2d instant, in answer to your favor of the 1st instant, concerning the batteries on Morris Island firing into the flag-of-truce boat sent to communicate with the Navy, I informed you that I had referred your letter to Brigadier-General Saxton, commanding northern district, for investigation and a report. I have just received the report, and find that the officer in command of the battery was acting under orders which I gave some time since to the

officers commanding the different districts of the department, viz, to allow no communication with the enemy at any other point than Port Royal Ferry. I informed Major-General Jones of this order, and there has been no attempt on his part to communicate with the army forces at other points.

It seems from Captain Green's report that the enemy's flag-of-truce boat came from an unusual place, which undoubtedly caused the officers of the batteries to be suspicious of it, as they did not know that it was the intention of the senior naval officer to communicate by flag of truce. I would respectfully suggest that in future, when you desire to send a flag-of-truce boat to the enemy at such points as are covered by our batteries, that you will notify the commanding officer of the district of your intention in time for him to give the necessary orders.

I have the honor to be, very respectfully, your obedient servant,

J. G. FOSTER,
Major-General, Commanding.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Stillwell, U. S. Navy, commanding U. S. S. Ottawa, to act as convoy to the U. S. Army transport carrying Confederate prisoners.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 31, 1864.

SIR: You will proceed with the *Ottawa* under your command to the anchorage off Charleston, convoying the army transport *Crescent* to that place.

The *Crescent* has 600 rebel prisoners on board, and it is very important that none should escape; you will therefore keep in close company with her and keep a good lookout upon her in order to prevent any attempts that may be made by them to effect their release.

On your arrival at Charleston you will report to Captain Joseph F. Green, senior officer present, for duty at that place.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander JAMES STILLWELL, U. S. Navy,
Commanding U. S. S. Ottawa.

[Order of same date and like tenor to Lieutenant-Commander J. H. Russell, U. S. Navy, commanding U. S. S. *Pontiac.*]

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Chief of Bureau of Equipment and Recruiting regarding coal supply.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., August 31, 1864.

SIR: I have the Bureau's communication of the 23d, stating that 2,300 tons of coal were shipped to Port Royal the week previous. At the rate of recent arrivals this may not be here for ten days.

Very acceptably a bark arrived this morning, making the stock on hand about 600 tons.

The Bureau again recommends economy, and to which I can only reply that every steamer in the squadron that is available is constantly employed, and yet there are not enough to perform the duty properly.

The expenditure daily is estimated at about 140 to 150 tons, by forty-five steamers on duty, the remainder being under repair.

This is a consumption of about 3 tons per day; it could not be expected to be less.

I am subjected to much embarrassment by the occasionally very low state to which the stock is reduced. At the time of the last arrival it was 200 tons.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander A. N. SMITH,

Chief of Bureau of Equipment and Recruiting.

Distribution of vessels of the South Atlantic Blockading Squadron, September 1, 1864.

Name.	Station.	Remarks.
	Murrell's Inlet	
James Adger	Georgetown	
Flambeau	Cape Romain	
Potomska	Bull's Bay	
* Hope	do	
Wabash	Charleston	Outside the bar.
Pontiac	do	Do.
Wamsutta	do	Do.
Nipsic	do	Do.
Acacia	do	Do.
Ottawa	do	Do.
Winona	do	Do.
Azalea	do	Do.
Camelia	do	Do.
Sweet Brier	do	Do.
Catskill	do	Inside the bar.
Sangamon	do	Do.
Nahant	do	Do.
Lehigh	do	Do.
Home	do	Do.
* Bruen	do	Do.
* Adams	do	Do.
Gladiolus	do	Do.
Daffodil	do	Do.
Laburnum	do	Do.
Amaranthus	do	Do.
Clover	do	Do.
Montauk	Stono	
McDonough	do	
*Smith	do	
Stettin	North Edisto	
*Saratoga	St. Helena	
* Wild Cat	do	
*New Hampshire	Port Royal	
Dai Ching	do	
Philadelphia	do	
Arethusa	do	
Carnation	do	
Pettit	do	
Larkspur	do	
South Carolina	Tybee Island	
Memphis	do	
*Swift	do	
Passaic	Wassaw Sound	

* Sailing vessels.

Distribution of vessels of the South Atlantic Blockading Squadron, September 1, 1864—Continued.

Name.	Station.	Remarks.
Wissahickon	Wassaw Sound	
* Lightning	do	
Flag	Ossabaw	
* Fernandina	St. Catherine's	
Sonoma	Sapelo	
* Allen	Doboy	
* Ward	Altamaha	
* Braziliera	St. Simon's	
Sanford	St. Andrew's	
* Perry	Fernandina	
Mingoe	St. John's	
Norwich	do	
Hale	do	
* Mangham	Mosquito	
Nantucket	Port Royal	Repairing.
Patapsco	do	Do.
Canandaigua	do	Do.
Pawnee	do	Do.
Cimarron	do	Do.
Lodona	do	Do.
* Supply	do	Do.
* Norfolk Packet	do	Do.
* Para	do	Do.
* Williams	do	Do.
* Racer	do	Do.
Chatham	do	Do.
Dandelion	do	Do.
Catalpa	do	Do.
Jonquil	do	Do.
* Valparaiso	do	Repairing; hospital ship.
* Houghton	do	Repairing; health ship.
Iris		Relieve and communicate.
Geranium		Do.
Harvest Moon		Special duty.
* Blunt		Do.
Oleander		Southern station with stores.
Marblehead		North for repairs.
Mohawk		Do.
Seneca		Do.
Huron		Do.
Unadilla		Do.
Chippewa		Do.
Rescue		Do.
New Ironsides		Do.
* Midnight		Do.
Paul Jones		Do.
Mahaska		Do.
Wechawken		Sunk or stranded.
Housatonic		Do.
* Kingfisher		Do.
Madgie		Do.
Water Witch		Captured.
Columbine		Do.

* Sailing vessels.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Colvocoresses, U. S. Navy, requesting suggestions as to feasible plan of operations in vicinity of Edisto and Ashepoo rivers.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, September 1, 1864.

SIR: I wish you carefully to consider the locality about you and collect such information as you can, with a view to some operation in this vicinity, either up the Ashepoo or Edisto, North or South, bearing

in mind, however, the small force that I am able to dispose of, and inform me at times of any feasible plan.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander G. M. COLVOCORESSES,
Commanding U. S. Ship Saratoga.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Luce, U. S. Navy, regarding change of command.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, September 1, 1864.

SIR: You are hereby detached from the U. S. S. *Canandaigua*, and will relieve Lieutenant-Commander J. H. Russell in command of the U. S. S. *Pontiac*.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander S. B. LUCE,
Commanding U. S. S. Canandaigua.

Reports of Captain De Camp, U. S. Navy, regarding the wreck of the British steamer Mary Bowers between Rattlesnake Shoal and Long Island.

U. S. FRIGATE WABASH,
Off Charleston, S. C., September 1, 1864.

SIR: I have the honor to inform you of the total loss of the English blockade runner *Mary Powers*. She ran ashore some time during last night between Rattlesnake Shoals and Long Island. Only one person was rescued from her, by the *Wamsutta* and *Sweet Brier*. She hailed from Glasgow, last from Bermuda, bound into Charleston, and probably struck on a wreck, as she lies in 3 fathoms of water, about three-quarters of a mile from the shore.

I am, sir, very respectfully, your obedient servant,

J. DE CAMP,
Captain.

Captain J. F. GREEN, U. S. Navy,
Senior Officer Present.

P. S.—The *Mary Powers* is a side-wheel steamer and is a new vessel.

J. D. C.

U. S. FRIGATE WABASH,
Off Charleston, S. C., September 1, 1864.

SIR: Your letter of this date is just received. Respecting the wrecked blockade runner, she proves to be the English side-wheel iron steamer *Mary Bowers*, and not *Powers*, as stated in my letter this morning.

Richard Jackson, a boy about 16 years old, was the only person found on board of her. He appears to know little or nothing of the vessel, except that she was to take cotton from here to Halifax. He states that he knows of no cargo being on board. The vessel is undoubtedly lying on the wreck of some vessel, as there is deep water all around her. Being almost entirely submerged, it is almost impossible to save anything from her. Her bell, marked 1864, her binnacle and compasses, and two kedge anchors are saved; also a small quantity of liquor and a few signal flags. The liquor has been put in charge of the surgeon of the ship. No documents of the slightest importance have been as yet discovered.

I am, sir, very respectfully, your obedient servant,

J. DE CAMP,
Captain.

Captain J. F. GREEN, U. S. Navy,
Senior Officer Present.

Report of Captain Green, U. S. Navy, regarding the wrecked blockade runner Mary Bowers.

U. S. SHIP JOHN ADAMS,
Off Morris Island, S. C., September 2, 1864.

SIR: I have to report that the English iron side-wheel steamer *Mary Bowers*, hailing from Glasgow, struck the wreck of the steamer *Georgiana* off Long Island, about 4 miles east of Breach Inlet and 1 mile from the beach, on the night of the 31st ultimo, in attempting to run the blockade inward and was discovered sunk and abandoned, with the exception of a boy about 14 years of age, on the following morning.

The boy states this was her second voyage, last from Bermuda, with a cargo chiefly of coal in her bunkers, hold, and on deck; that two small lighters only came alongside of her previous to her sailing to deliver cargo other than coal; that her officers and crew numbered about fifty, and that she was commanded by a Scotchman named Hursey. She is a total wreck.

I regret to state that none of the blockading vessels saw her until daylight on the morning of the 1st instant. If she had not grounded she would have been obliged in going in to pass the *Sweet Brier*, *Azalea*, and *Acacia*.

I enclose herewith a copy of Captain De Camp's report respecting her.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Captain Green, U. S. Navy, regarding the breach of blockade by an outward-bound steamer from Charleston.

U. S. SHIP JOHN ADAMS,
Off Morris Island, S. C., September 4, 1864.

SIR: I have respectfully to report that a large side-wheel steamer ran the blockade outward last night.

She was fired upon by our picket boats. Signal of violation of the blockade was immediately made by the *Sangamon*, repeated by this ship, and, notwithstanding, she was not seen by any of the outside blockading vessels.

I immediately adopted measures to secure greater vigilance and efficiency in maintaining the blockade, and hope to be able to intercept, if not to prevent, the frequency of its violation which has prevailed of late.

The closing of Mobile I think has caused blockade runners to run the risk of entering this port.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Captain De Camp, U. S. Navy, submitting statements of commanding officers on the outside blockade regarding the escape of outward-bound steamer.

U. S. FRIGATE WABASH,
Off Charleston, S. C., September 5, 1864.

SIR: Your letter of 4th instant, informing me that a large side-wheel steamer ran out through Maffitt's Channel on the night of the 3d, has been received.

In obedience to your order to make a searching enquiry and report the result as to the cause or causes why the outside vessels, particularly those stationed in the neighborhood of Breach Inlet, failed to intercept the outward-bound steamer last night, has been complied with, and I herewith submit the following statements of the three captains stationed in the vicinity of Breach Inlet:

First. Captain Barrymore, of the *Acacia*, states that at the time the signal was observed from the *Sangamon* he was on his station, just turning the Swash Channel buoy; steamed rapidly in for Breach Inlet, saw the *Azalea* close in under the land, but saw no blockade runner.

Second. Captain Strong, in the *Azalea*, states that he was on his station near the west buoy of the Rattlesnake Shoals, observing the signal from the *Sangamon;* immediately went to quarters and stood inshore; saw a vessel which turned out to be the *Sweet Brier;* ascertaining the character of the *Sweet Brier*, ran alongshore toward Breach Inlet until he met the *Acacia;* saw nothing of any blockade runner.

Third. Captain Dexter, of the *Sweet Brier*, states that at the time the signal was made for a blockade runner he was on his station about halfway from the Rattlesnake west buoy, standing inshore until he made the breakers, but saw no blockade runner.

Fourth. Captain Luce, commanding the *Pontiac*, states that during the night he was on his station cruising southeast of the light-ship.

This is all the information I have been able to obtain upon the subject alluded to. The signal from the *Sangamon* was observed from this ship, but was not understood. I have since been informed that

signals have been changed since the last comparison with our signal book, which requires correction.

If a large blockade runner passed out of Maffitt's Channel, as stated in your letter, it will be observed from the statements of the three captains blockading in the vicinity of Breach Inlet that she must have passed immediately in the vicinity of each of them. I do not question the vigilance of either of these captains, for, in my opinion, nothing would be easier than for a modern blockade runner to pass with tolerable security in or out of the harbor of Charleston during a favorable night. The captain of the *Sweet Brier* informs me that the speed of his vessel is about 3 knots. The *Azalea*, I am informed, can run 6 knots, whilst the captain of the *Acacia* states that his vessel's full speed is about 10 knots, but she draws more than 11 feet water, and is, therefore, not very efficient as a blockader amidst the shoals of Breach Inlet and Swash Channel buoy. The *Wamsutta* and *Winona*, stationed east of Rattlesnake Shoals, can each steam about 6 knots, whilst the *Pontiac*, drawing 8 feet water, can steam 12 knots per hour, has the most unimportant station of any of the outside blockaders.

The light-ship and the camp fires on Morris Island are the very best guides for vessels bound out or in at night. Whilst I deeply regret that the outer blockade should have been violated, nevertheless, inasmuch as I have no control over the vessels maintaining the blockade (except this ship), I can not prevent it, nor do I know that I could prevent it if I had the supreme control of all the vessels in the fleet. I keep picket boats rowing guard from this ship during the night, and do my utmost to maintain strictly the blockade, but I fear that it will be to little purpose until we are supplied with a proper class of vessels to blockade the harbor of Charleston, and a greater number of them.

I am, sir, very respectfully, your obedient servant,

J. DE CAMP,
Captain.

Captain JOSEPH F. GREEN, U. S. Navy,
Senior Officer Present.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting letter from Major-General Foster, U. S. Army, giving his opinion regarding number of ironclads required off Charleston.

No. 440.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., September 5, 1864.

SIR: I transmit herewith a communication from General Foster, in reply to the request of the Department for his opinion, in relation to the force in ironclads which might be necessary on the coast.

As the Department apprises me that there is no necessity for an immediate reply, I will make up mine at such intervals of leisure as offer.

Meanwhile, I may state as a fact that the number of monitors which I am able to keep in Charleston Roads is only four, and one at Ossabaw, three being always in the hands of the workmen, to keep their boilers and bottoms clean; the speed in most of them barely exceeding 3½ knots, which, against a strong tide, becomes very low.

The rebels have three ironclads on duty in Charleston Harbor, and a fourth nearly ready. The fifth is at Savannah on duty, with a floating battery.

It would be difficult to play a more cautious game than they do, their ironclads do not even venture now in the lower harbor, still it is always optional with them to come out, and it is impossible to say when they may conceive that the advantage lies so far with them as to justify the movement.

The new class of vessels which English builders have contrived for the honest purpose of violating the blockade, seems well adapted to the purpose; they are very fast and draw little water.

One of them got past a few days since, but another, the *Mary Bowers*, of Glasgow, came to grief upon an old wreck, and bilged; she had been chased the same day, but ran away easily.

The plan seems to be to come in here as light as possible in order to carry out cotton. The *Mary Bowers* had nothing but her coal and some gunny bags.

It is the ironclads within that alone prevent Charleston from being as open as Wilmington.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., August 19, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of the 16th instant, covering a copy of a letter from the honable Secretary of the Navy to yourself under date of July 20.

In this letter he does me the honor to state that the Navy Department would be pleased to have me address you a communication in reply to certain enquiries therein contained, which enquiries are as follows:

First. Can any of the monitors attached to your fleet be withdrawn, having due regard to the exigencies of the public service within your command?

Second. Are they (the monitors) absolutely essential to the holding possession of the Southern coast?

Third. Can the blockade of Charleston be maintained without them?

Fourth. Can Morris Island be held by the military forces, protected by wooden vessels, in case all or part of the monitors shall be withdrawn?

Permit me to express to the Navy Department, through yourself, the compliment which the honorable Secretary has thus been pleased to pay me.

In all consideration of the amount of force, whether military or naval, necessary to be kept upon this coast, it should be steadily held in view that the foothold already won must be retained. Charleston and Savannah should always be regarded as being sooner or later necessary objects of attack. Their value as bases from which to strike at the interior lines of the Confederacy is self-evident. I believe that

both or either of these places can be taken whenever as large an army can again be sent here, from points which are just now more vital, as Major-General Gillmore had when he left this department.

But, of course, our present depots and landing points must be maintained. Hence I earnestly advise the retention, under all circumstances, of such a naval force as will insure our present occupancy of the coast.

The land force under my command is inadequate to make any aggressive movement. I do not even regard it as sufficient to make a successful joint advance, should the Navy attack Charleston, at the present time.

Under existing circumstances, therefore, I believe that nothing aggressive can be successfully attempted at this point without an increase of the land forces.

Until such additional troops can be sent here without prejudice to the more important operations now going on elsewhere, I am inclined to the opinion that the naval force can be judiciously reduced to whatever point is consistent with a sure maintenance of the blockade and the undisturbed occupancy of our present positions on the coast. The determination of that exact point is, of course, a purely naval question.

So important, however, are the positions now held by us, and so great is the value of Government property accumulated at these points, that in answer to the first enquiry of the honorable Secretary, I would respectfully suggest that, should you advise any reduction of the monitors in your squadron, at least four ironclads should be retained. This number would allow two for Charleston Harbor and one for Ossabaw Sound, with an extra one to relieve either of the others in case of any accident.

In reply to the second question, I would state that, in my judgment, serviceable ironclads are, in the present condition of my army, essential to holding possession of the Southern coast.

Third. I think it doubtful whether the blockade of Charleston can be maintained without ironclads, but in this connection I beg to refer my answer to the next and last enquiry.

Fourth. In case of the removal of all the monitors, Morris Island can certainly be held by the military forces, protected by wooden vessels, provided that such wooden vessels are numerous and strong enough to prevent the rebel ironclads from coming outside of Charleston Bar.

Should the wooden vessels be unable to prevent the rebel ironclads from proceeding to sea, I still think that my forces could occupy Morris Island until reinforcements could be obtained, but I should apprehend the danger of successful attack upon such of our positions as are undefended by regular and strong fortifications, as, for example, Beaufort and the naval and army storehouses and shops at St. Helena, as I do not regard the fortifications at the entrance of this harbor as sufficient to prevent the passage of ironclads.

I am, with great respect, your obedient servant,

J. G. FOSTER,
Major-General, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to the commandant navy-yard, Boston, regarding the U. S. S. Orvetta.

NAVY DEPARTMENT, *September 5, 1864.*

SIR: As soon as the U. S. S. *Orvetta* is ready for sea direct her to proceed to Port Royal and report for duty in the South Atlantic Blockading Squadron. She can take any stores that may be ready to send to that squadron.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Foster, U. S. Army, regarding possible aid to Union prisoners escaping from Charleston.

FLAG-STEAMER PHILADELPHIA, *September 5, 1864.*

GENERAL: In reply to your note* of to-day, it is possible that boats might issue from Morris Island after dark and spread themselves in the lower harbor, unless the moon be too bright, so that if any of our friends got that far they might be helped. Whether any actual result could be obtained is rather problematical.

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral.

Major-General FOSTER,
Commanding Department of the South.

Report of Major-General Foster, U. S. Army, regarding possible aid to Union prisoners escaping from Charleston.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., September 5, 1864.

GENERAL: * * * I have secret information that some of the officers in Charleston are to attempt to escape on Wednesday or Thursday night. I shall go up to-morrow and be ready to aid them if opportunity occurs. At any rate, I propose to attack and capture or drive off their picket boats.

I propose also to send a strong boat party to enter Dewees Inlet, and, landing on the mainland in the rear of Mount Pleasant, to search for any escaped prisoners that may have made their way across the Cooper River to Hobcaw Point.

Very respectfully and truly, yours,

J. G. FOSTER,
Major-General, Commanding.

Major-General HALLECK, U. S. Army.

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* Not found.

Abstract log of the U. S. S. Acacia, Acting Master Barrymore, U. S. Navy.

September 5, 1864.—Off Charleston, S. C. At 9:15 p. m. anchored near the channel buoy. Blowing very heavy. Veered to 30 fathoms. At 10:45 saw a blockade runner coming out Maffitt's Channel; slipped, beat to quarters, and commenced firing rapidly at her. Several shots struck her. Finding the vessels closing in on her, she tacked and ran back. Made signal to fleet "Blockade runner going in," the *Azalea* and *Sweet Brier*, close inshore, firing at her. At 11 p. m. steamer ran ashore, then backed off and stood for Charleston Harbor.

Report of Captain Green, U. S. Navy, regarding the attempted breach of blockade by steamers from Charleston.

U. S. SHIP JOHN ADAMS,
Off Morris Island, S. C., September 6, 1864.

SIR: I have to inform you that one or two steamers, the number I have not yet satisfactorily ascertained, ran or attempted to run the blockade last night.

The night was very dark and boisterous, and I am encouraged to hope from the efforts made by the vessels inside and out to capture or destroy them that the blockade can and will be made efficient.

I enclose herewith a copy of Acting Master Barrymore's report,* relating to his proceedings to intercept her or them.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Stillwell, U. S. Navy, commanding U. S. S. Ottawa, to assume command in St. John's River, Florida.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, September 6, 1864.

SIR: You will proceed to St. John's River, Florida, with the *Ottawa* under your command and relieve Commander Creighton, in command of the naval forces in that river. You will receive all information from Commander Creighton necessary to assist you in the performance of your duties there; you will also receive the pilot from the *Mingoe*.

You will keep me advised of any occurrences of interest; also the commanding officer of the naval depot here of the wants of the vessels in the St. John's in the way of supplies of coal and provision, etc.

You will be careful not to cross the bar at St. John's till you are satisfied that you can do so with safety.

If you are short of coal, stop at Port Royal for a supply.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander JAMES STILLWELL,
Commanding U. S. S. Ottawa.

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*Not found.

Order from Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, senior officer off Charleston, to furnish boats to cooperate with army forces.

FLAGSHIP PHILADELPHIA, *September 6, 1864.*

SIR: I enclose herewith (which please return) a communication * from General Foster. You will cause the boats which he asks from me to assist in the intended move to be ready at the appointed spot and time, with such directions as will best carry out the general's views.

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral.

Captain GREEN,
Senior Officer, Charleston Roads.

Order of Captain Green, U. S. Navy, to Captain De Camp, U. S. Navy, to furnish boats to cooperate with army forces in aid of Union prisoners † escaping from Charleston, S. C.

U. S. SHIP JOHN ADAMS,
Off Morris Island, S. C., September 7, 1864.

SIR: I enclose herewith a copy of a letter received from the admiral this morning.

One launch with howitzer and three boats of ours will cooperate with army boats inside of Morris Island, and the balance of them to accompany army steamers to Dewees Inlet.

Please send the launch with howitzer and three boats inside by the tug which conveys this to report to me, and have the remainder of the boats prepared for the expeditions ready at the *Wabash*, to be taken in tow by army steamers when they call for them.

Place a reliable officer in charge of each boat and give instructions to the senior officer of those detailed for Dewees Inlet to cooperate with the army to the best of his ability in accomplishing the object of the expedition.

I have not been informed of the army plan for the conduct of the expedition, and therefore can only give general instructions.

Should I receive particular information in regard to it I will immediately communicate it to you.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Captain JOHN DE CAMP,
Comdg. U. S. S. Wabash, Senior Officer, Offshore Blockade.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, relative to the apparent inefficiency of the blockade.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., September 7, 1864.

SIR: I have your communication of the 2d, with report enclosed of Captain De Camp (September 1), in relation to the blockade runner

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*Not found.

†For report of army operations see Official Records of the Union and Confederate Armies in the War of the Rebellion, Volume XXXV, Part II, p. 291.

Mary Bowers; also yours of the 4th, stating the escape outward from Charleston of another blockade runner. In both cases our outside vessels saw nothing of either.

You observe, "I regret to state that none of the blockading vessels saw her until daylight on the morning of the 1st instant. If she had not grounded she would have been obliged, in going in, to pass the *Sweet Brier*, *Azalea*, and *Acacia*."

It is singular, that while so many cruisers should have been on the track, the *Bowers* was not caught by either of them, but by a sunken wreck that lay in her course. This looks very unpromising for the efficiency of the blockade, and is not improved by the fact that two or three nights afterwards a steamer passed out in the same direction and, as you observe, was not seen by any of the outside blockade vessels, though signals were duly made from within by the *Sangamon* and repeated by the *Adams*.

If vessels were stationed on the course of these two, as it is presumed was the case, there has been some lack of vigilance on their part, which I trust will be arranged.

The apparent success of the *Acacia* on the subsequent night in driving back a steamer is more satisfactory.

I wish to be informed of the stations assigned to the several vessels in the course leading into Sullivan's Island Channel, the instructions they have, and whether from yourself or the senior officer outside.

All the light and fast steamers of the squadron, with one exception, are collected off Charleston, in order to render the blockade effective. You have the *Pontiac*, *Nipsic*, *Winona*, *Ottawa*, *Wamsutta*, *Acacia*, *Azalea*, *Camelia*, *Sweet Brier*. The *Canandaigua* and *Pawnee* are only absent for repairs and will soon return, and I have ordered the *Ottawa* to exchange for the *Mingoe;* these, with the inside monitors, tugs, and picket boats, should make it difficult for any vessel to pass in unseen.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN,
Senior Officer off Charleston.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Williamson, U. S. Navy, commanding U. S. S. Flag, urging vigilance to prevent the escape of the steamer Water Witch.

FLAGSHIP PHILADELPHIA, *September 8, 1864.*

SIR: I am informed just now that an attempt will be made to escape from Ossabaw with the *Water Witch*, better armed than before, and another vessel with her.

You will make every exertion to prevent this, using all vigilance, and the guns ready for use at a moment.

I will send a vessel to aid you in blocking passages which are of too little draft for the *Flag*.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral.

Captain WILLIAMSON,
Commanding Flag.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant Sampson, U. S. Navy, commanding U. S. S. Dai Ching, to assist in preventing the escape of the steamer Water Witch.

FLAGSHIP PHILADELPHIA, *September 8, 1864.*

SIR: I have just been informed (2 p. m.) that the *Water Witch* and another vessel will attempt to escape from Ossabaw. In the absence of a more suitable vessel, I wish you to repair to Ossabaw and assist the *Flag* in stopping and capturing these vessels, her draft not being very convenient in that channel.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral.

Lieutenant SAMPSON,
Commanding Dai Ching.

Report of Rear-Admiral Dahlgren, U. S. Navy, of the arrival of the U. S. mortar schooner John Griffith at Port Royal, S. C.

No. 453.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, September 8, 1864.

SIR: I beg leave to inform the Department that the mortar schooner *John Griffith*, Acting Master James Ogilvie commanding, arrived in the harbor to-day, and has been assigned temporary duty on this station.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Captain Green, U. S. Navy, to Captain De Camp, U. S. Navy, modifying blockading instructions.

U. S. SHIP JOHN ADAMS,
Off Morris Island, South Carolina, September 8, 1864.

SIR: The order requiring the outside blockading vessels to keep underway during the night is so far modified as to allow them, particularly those stationed in the neighborhood of Breach Inlet, to remain at anchor for two or three hours in one berth, and then to shift their anchorages, selecting positions as will best enable them to enforce the blockade.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Captain JOHN DE CAMP,
Comdg. U. S. S. Wabash, Senior Officer, Offshore Blockade.

NOTE.—Four steamers, the *Druid*, *Syren*, *Fox*, and *Stag*, have run in and the *General Whiting* has run out within the past week or ten days, and two fast steamers are expected in nightly.

The rebels are fitting out privateers at Wilmington and this place to capture merchant vessels along this coast. Rumor says that the *Stag* is to be converted into one.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Stone, U. S. Navy, to assume temporary command of the U. S. S. Canandaigua.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., September 9, 1864.

SIR: You are hereby detached from the U. S. S. *Cimarron*, and will report without delay to Commander J. C. Williamson, commanding U. S. S. *Flag*, senior officer present, for temporary command of the U. S. S. *Canandaigua*.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander E. E. STONE, U. S. Navy,
Comdg. U. S. S. Cimarron, Ossabaw.

Order of Captain Green, U. S. Navy, to Captain De Camp, U. S. Navy, for the concentration of the vessels of the outside blockade.

U. S. SHIP JOHN ADAMS,
Off Morris Island, South Carolina, September 10, 1864.

SIR: Concentrate all the outside blockading vessels about Maffitt's, Rattlesnake, and Swash channels, forming two lines, the inner of the light and outer of the heavy draft vessels, and after you have done so, please inform me of the stations of each.

I have reason to believe that the steamer which ran out last night, after clearing Drunken Dick Shoal, turned to the southward.

The services of the boats ordered to be in readiness to cooperate with the army will probably not be required.

The seven prisoners ordered to be sent to Port Royal by the *Donegal* and placed on board of the *New Hampshire* for safe-keeping may be sent by the first opportunity.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Captain JOHN DE CAMP,
Comdg. U. S. S. Wabash, Senior Officer, Offshore Blockade.

Since writing the above the army have requested two launches, well officered, manned, and armed with howitzers, and also two ten or twelve oared cutters, which they will man with their own men, to go on a reconnoitering expedition to Dewee's Inlet, etc. The launches' crew should have provisions for four days. Please have the boats above named ready by 6 p. m. for army steamers that will call for them, and give orders to the officers in charge of the launches to cooperate with the army to the best of their ability.

The army officer in charge of the expedition will communicate with and show you his instructions.

J. F. GREEN.

Report of Captain Green, U. S. Navy, senior officer off Charleston, regarding violation of the blockade.

U. S. SHIP JOHN ADAMS,
Off Morris Island, South Carolina, September 11, 1864.

SIR: In compliance with your order, twelve boats were got in readiness to cooperate with the army on the night of the 7th instant, five being detailed for Light-House and seven for Dewee's inlets. Owing to the weather, the latter were not called for, and the former could not enter Light-House Inlet until the next day. They remained inside one night and returned without performing any service.

Two launches, manned and armed with howitzers, and two boats were furnished last night, to accompany army steamers into the inlets between Long Island and Bull's Bay. They are now absent. A steamer ran out night before last. She was discovered in good season inside. Signals were made inside, and repeated outside, fired upon repeatedly by the *Amaranthus* and three times by the *Azalea*, and escaped. She endeavored to run two of our picket boats down; they barely escaped by passing one each side of her, firing upon her with musketry as she was passing by.

The picket tugs and boats were fired upon by Moultrie last night, and the *Gladiolus* had her flagstaff shot away.

The frequent violations of the blockade of this port certainly indicate inefficiency of the means used to prevent it.

The commanding officers of blockading vessels appear to be zealous to maintain it, and from their increased watchfulness and activity inside and outside of the bar I feel quite confident that it can not be continued without great risk of capture or destruction to the violators.

I send by the *Geranium* the boy secured from the steamer *Mary Bowers*, and also have ordered the seven prisoners put on board of the *Wabash* by the *Harvest Moon* to take passage in her to Port Royal.

The *Montauk* arrived here Friday night.

The *Nahant* is in immediate want of new wheel ropes.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Detailed report of Rear-Admiral Dahlgren, U. S. Navy, regarding condition of affairs in the squadron.

No. 459.] FLAG-STEAMER HARVEST MOON,
Off Morris Island, September 12, 1864.

SIR: Since my last, of the 17th of August, no change has occurred in the general state of naval affairs in this quarter or the condition of the squadron. The *Potomska* discovered a large quantity of turpentine and resin in the White Oak River [Creek]; as a small portion only could be brought, Captain Swann destroyed the remainder. A copy of the report was enclosed to the Department.

The *Sonoma* and *Ward* both contributed men and boats to Commander Colvocoresses' expedition, already reported by me, and the reports in detail will be transmitted to the Department.

Two powder scows have been exploded in succession near Sumter by the army, but with no visible effect.

I have landed a battery of XI-inch guns on Morris Island (with the requisite ammunition) and 70 men under Lieutenant-Commander E. O. Matthews, but regret to say that the limited force on the island has delayed the completion of the traverses, magazines, etc., and thus delays the opening of the battery, though the guns are mounted.

An intimation reached me on the 8th instant that the *Water Witch* was awaiting an opportunity to escape from Ossabaw with a consort.

The *Paul Jones* stationed there had been disabled in her steam. She was relieved by the *Cimarron*, the port boiler of which gave out unexpectedly enough, thus disabling the vessel and compelling me to take one of the blockading force that could best be spared from Charleston (the *Flag*), with a sufficient battery, but with less speed and more draft (15 feet) than might be convenient, as the *Water Witch*, drawing much less, might, in the darkness, push by at long range.

There was not any efficient vessel at hand when the rumor of her intended movement reached me, and looking at the mischief which such a cruiser might work, if once loose, I was compelled to signal the *Cimarron*, with her only boiler, to return to Ossabaw and to the *Dai Ching* to accompany her, though the latter had been waiting for repairs, which were for some time needed.

Two days afterwards (September 10) the *Canandaigua*, which had been under repair, being ready, was dispatched to relieve these crippled vessels (the *Dai Ching* and *Cimarron*), with instructions to remain there until I could summon a gunboat with less draft but sufficient armament. This did not happen before the 11th, when the *Sonoma* came in for repairs and coal, but was ordered at once to Ossabaw; so that I have now the *Flag*, *Canandaigua*, *Sonoma*, and the tug *Clover* to stop the issue of the *Water Witch* and consort.

I have mentioned these details in order that the Department may be fully informed of the difficulty which I experience with the present means to meet the increasing demands.

The new light-draft and fast-sailing blockade runners are arriving at and escaping from Charleston with better prospects than before, as the Department will perceive from the enclosed report, and the *Water Witch*, with a consort, is threatening to escape from Ossabaw, perhaps to plunder and destroy to the amount of a million or more.

The *Paul Jones* and *Mahaska*, which have gone home out of condition, are well supplied by the *Pontiac* and *Mingoe*, but the *Cimarron* is now disabled and may have to be towed North.

Therefore I hope it may be perfectly convenient for the Department to enable me to check these enterprises. A few more light-drafts and a half-dozen more tugs (those invaluable little craft) will be thankfully received.

I have seen Mr. Beck, who was sent by the Department. He left the vicinity of Charleston about two months since. His information was better in respect to obstructions, including torpedoes, than what I had.

I sent him afterwards to General Foster.

The company of divers which I have organized promises to be of great use. They have already cleaned more than one-half of the *Nantucket*, and will, if they continue as well, supersede the present very costly arrangement. But our apparatus is very indifferent and the

new parts that I asked for have not arrived, which has compelled me to send one of the superintending officers to New York to expedite the transmission of these articles.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain De Camp, U. S. Navy, giving the positions of vessels on the outer blockade.

U. S. FRIGATE WABASH,
Off Charleston, South Carolina, September 12, 1864.

SIR: In obedience to your orders of the 10th instant, the vessels composing the outer blockade have been arranged in two lines, as follows, viz:

In latitude 32° 42′ N., longitude 79° 47′ W., at the initial point, is stationed the steamer *Laburnum*. North of her, immediately off the Swash Channel, is stationed the steamer *Azalea*. North of the *Azalea*, distant about 1 mile and at the north of North Channel, near buoy marked "P. S." on the charts, is stationed the steamer *Sweet Brier*. North of the *Sweet Brier* and immediately south of Drunken Dick is stationed the steamer *Pontiac*. North of the *Pontiac*, distant about 1 mile and as near the shoal as possible, is stationed the steamer *Acacia*. This establishes the inner line of the outer blockade. The second line of vessels extends from 1 mile immediately north of the *Housatonic* to as near the shoal as possible, as follows, viz: In latitude 32° 44′ N., *Nipsic;* latitude 32° 45′ N. is stationed the gunboat *Winona;* latitude 32° 46′ N. is stationed the gunboat *Ottawa*, as near the shore as possible; north of the *Ottawa* is to be stationed a launch with a howitzer when we can get one; this launch always to be withdrawn an hour before daylight. Lieutenant-Commander Luce proposes to send a boat at night during high water and to station a man in her maintop, who is to burn a light, red or green, whenever he discovers a strange vessel bound in or out. Should one be bound out, this would enable the *Nipsic*, the nearest vessel, to give chase, whilst it is scarcely possible that a blockader bound in and signalized from the *Housatonic* could pass the inner line of the outer blockade. To the *Wabash* no particular station can be assigned. This arrangement, I believe, is the most effective that can be made for the outer blockade off Charleston. Should you not approve the arrangement, please inform me exactly where you desire the vessels to be placed. The vessels thus placed that are within reach of the guns at Fort Marshall are not to take up their position on nights when they can be discovered from the fort. I am aware that in this arrangement there is some risk to our vessels, but, in the language of the honorable Secretary of the Navy, "Great risks should be run to attain great objects."

I am, sir, very respectfully, your obedient servant,

J. DE CAMP, *Captain.*

Captain J. F. GREEN,
Senior Officer Present.

P. S.—The *Wamsutta* is stationed off Dewees Inlet.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Foster, U. S. Army, regarding the preparation of naval battery.

FLAG-STEAMER HARVEST MOON,
Charleston Roads, S. C., September 13, 1864.

GENERAL: The XI-inch guns are mounted; officers and men with them; the ammunition partly landed, and the rest at hand.

When, therefore, the parapets, magazines, and traverses are completed, the battery will be ready to open at any time you wish.

I am, general, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Major-General J. G. FOSTER,
Comdg. Dept. of the South, Headquarters, Hilton Head.

Report of Rear-Admiral Dahlgren, U. S. Navy, urging dispatch in forwarding required stores by the U. S. ship Supply.

No. 460.] FLAG-STEAMER HARVEST MOON,
Off Morris Island, September 13, 1864.

SIR: I trust the Department may be able to send me the U. S. ship *Supply* at an early day.

The inconvenience arising from her absence from the squadron is seriously felt, as the duty of distributing stores and supplies now falls upon the tugs, which are thereby subjected to no little damage, apart from their being withdrawn from other service during the time of necessary repair.

I hope that the *Supply* may be sent out with the stores heretofore required from the different bureaus, many of which are much needed in the squadron.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Abstract log of the U. S. bark Braziliera, September 14-22, 1864, Acting Master Gillespie, U. S. Navy.

September 14, 1864.—At 1:30 a. m. an expedition left the ship for Belle Point. Three boats, with armed crews, in charge of Mr. Bennett, with the following officers: Mr. Austin, Mr. Severns, and Mr. Collins, accompanied by two refugees, Mr. Farrell and Mr. Spaulding as pilots. At 6 a. m. the captain left the ship to go on board the schooner *Mary*. The *Mary* got underway. At 8 a. m. saw a flag of truce in a small boat with two negroes coming toward the ship from the mainland. At 8:40 they came alongside and reported coming from Appling County. At 9:45 saw a dense volume of smoke issuing from Belle Point house. At 9:45 saw flames coming out of the roof. At 10:10 the boats reported retiring. At 11:07 saw and heard the *Mary* fire one gun.

At 12:30 p. m. the expedition returned. Mr. Bennett reported having burned 1,300 pounds of sea-island cotton and destroyed a picket station; brought one contraband. At 12:50 the schooner *Mary* came to anchor near the ship; the captain returned on board. At 8 p. m. the captain and the pilot left the ship, bound for Turtle River on an expedition, with Messrs. Borden and Farrell and 28 men. At 8:15 the *Mary* got underway and proceeded up the Turtle River with the boats.

September 16.—At 1:55 a. m. Messrs. Borden and Farrell returned in the first cutter. At 2:05 the whaleboat returned. At 3:25 the schooner *Mary* came to anchor at the mouth of Jekyl Creek. At 7 a. m. the captain and pilot returned on board and reported having proceeded, with the schooner and three boats, 30 miles up Turtle River; landed and drove in the pickets at Cabbage Bluff; destroyed a number of boats and brought off one contraband.

September 18.—At 4:18 p. m. the *Mary* got underway and stood for Jekyl Point. At 6:40 Mr. Severns left the ship in the first cutter to join the schooner *Mary* on a raid up Turtle River. Mr. Farrell, Mr. Spaulding, and two contrabands accompanied him. At 6:47 Mr. Austin left the ship in the whaleboat and at 6:48 the captain and pilot started to join them in the race boat. At 8 p. m. saw two lights close in to Jekyl Island, supposed to be our boats. At 8:15 the expedition returned on account of unfavorable weather.

September 20.—At 1:30 p. m. the captain, pilot, Mr. Borden, and Mr. Austin left the ship with the race boat, first cutter, and whaleboat to go on an expedition up the Satilla River.

September 22.—At 12:25 the captain and pilot returned on board in the race boat. At 1:06 Mr. Austin returned on board in the whaleboat. At 8:05 p. m. saw a light at the mouth of Jekyl Creek supposed to be our first cutter. At 9 p. m. Messrs. Borden and Spaulding returned on board in the first cutter. Sent Mr. Spaulding on shore. Mr. Borden reports having brought down one refugee family, consisting of one woman and five children, which he put on board of the U. S. S. *Mary Sanford* at St. Andrew's. While getting the family off, three men got lost in the marshes, and while searching for and getting them he was attacked by a large force of rebel cavalry. He got the three men, and finding the enemy too strong he retreated to the boat and got off safely, exchanging several shots.

Abstract log of the U. S. S. Potomska, Acting Volunteer Lieutenant Swann, U. S. Navy, commanding.

September 14, 1864.—Off Charleston Bar. At 4:30 a. m. the vessel next outside of us challenged a vessel to the eastward and immediately fired a gun in that direction and a rocket to southward and westward. At 4:40 she fired two rockets in succession. At 4:45 she challenged us with lights, which we answered. At 5:05 got underway and beat to quarters. The *Nipsic* stood in and engaged the batteries near Breach Inlet. We stood in and fired two percussion shells from the rifle and one 5-second shell from No. 1 gun. The *Eutaw*, *Winona*, and another vessel fired several shots at the shore batteries. At 6:30 all the vessels stood off to the southward.

Abstract log of the U. S. S. Pontiac, Lieutenant-Commander Luce, U. S. Navy, commanding.

September 14, 1864.—At 3:30 a. m. anchored near Sullivan's Island. At 4:20 discovered signals "Blockade runner coming in." Slipped and steamed inshore. At 4:40 opened fire on some lights on the beach in view of intercepting blockade runner. Battery Marshall returned fire. At 4:50 *Nipsic*, *Acacia*, *Ottawa*, and *Potomska* also opened fire on the rebel battery. Expended 55 rounds ammunition. At 7 a. m. steamed for Stono Bar.

Abstract log of the U. S. S. Nipsic, Lieutenant-Commander Crosman, U. S. Navy, commanding.

September 14, 1864.—Off Charleston, S. C. At 4 a. m. rockets showed by vessels inside. At 4:15 slipped and steamed in for Breach Inlet. Spoke the U. S. S. *Winona*. She reported torpedo boats around the channel. Steamed in for batteries and at 4:30, when within 1 mile of the beach, opened fire on the rebel batteries. At 4:35 a boat from the *Acacia* came alongside and reported that vessel aground. Lowered a boat and got hawser ready to tow her off, but at 5:30 she floated off without assistance. Captain Crosman ordered the *Acacia* to haul off from the batteries and to pick up her boats, while we would draw the enemy's fire on the *Nipsic* to enable her to do so. Hauled off from the batteries at 5:50. Notwithstanding shot and shell were falling thick and fast around the ship we were only struck twice, one shot taking effect on the upper plate of the smoke pipe, the other on the lower plate, passing through both sides of the smoke pipe and the starboard bulwarks, slightly wounding two men. Fired 47 shell and 1 solid shot. At 7:15 a. m. took the U. S. ironclad *Nahant* in tow and proceeded toward Port Royal.

Abstract log of the U. S. S. Winona, Lieutenant-Commander Dana, U. S. Navy, commanding.

September 14, 1864.—At 4:25 a. m. Off Breach Inlet. Engines not working. Saw a torpedo boat approaching us on the port beam. Hailed her, but received no answer. Struck 4 bells and beat to quarters, and opened on her with musketry and howitzers. Steamed ahead with helm aport; made signal "Torpedo boat near," and spoke the *Nipsic*, which, with the *Pontiac*, was steaming in toward us. Turned and stood off for Breach Inlet, but saw nothing more of the torpedo boat. Discovered the *Acacia* aground within range of Breach Inlet batteries, which were firing upon her, but shortly got off. *Pontiac* signaled boat code 18, when we ran close in and commenced action. At 6 a. m. stood for the *Wabash*. Expended 5 shell for rifle; 4 XI-inch; 1 shell for howitzer.

Distribution of vessels of the South Atlantic Blockading Squadron, September 15, 1864.

Name.	Station.	Remarks.
	Murrell's Inlet	
	Georgetown	
Flambeau	Cape Romain	
* Hope	Bull's Bay	
Wabash	Charleston	Outside the bar.
Pawnee	do	Do.
Pontiac	do	Do.
Mingoe	do	Do.
Nipsic	do	Do.
Adger	do	Do.
Potomska	do	Do.
Wamsutta	do	Do.
Acacia	do	Do.
Azalea	do	Do.
Laburnum	do	Do.
Catskill	do	Inside the bar
Sangamon	do	Do.
Montauk	do	Do.
Lehigh	do	Do.
Home	do	Do.
* Bruen	do	Do.
* Adams	do	Do.
Gladiolus	do	Do.
Camelia	do	Do.
Amaranthus	do	Do.
Clover	do	Do.
Winona	do	Inside the bar; repairing.
McDonough	Stono	
* Smith	do	
Stettin	North Edisto	
* Saratoga	St. Helena	
* Wild Cat	do	
* Williams	do	
* New Hampshire	Port Royal	
Cimarron	do	
Philadelphia	do	
Arethusa	do	
Carnation	do	
Pettit	do	
Larkspur	do	
Chatham	do	
South Carolina	Tybee Island	
Memphis	do	
* Swift	do	
Passaic	Wassaw Sound	
Wissahickon	do	
* Lightning	do	
Canandaigua	Ossabaw	
Flag	do	
Sonoma	do	
Jonquil	do	
* Fernandina	St. Catherine's	
Lodona	Sapelo	
* Allen	Doboy	
* Ward	Altamaha	
* Braziliera	St. Simon's	
Sanford	St. Andrew's	
* Perry	Fernandina	
Ottawa	St. John's	
Norwich	do	
Hale	do	
	Mosquito [Inlet]	
Nantucket	Port Royal	Repairing.
Patapsco	do	Do.
Nahant	do	Do.
Dai Ching	do	Do.
* Mangham	do	Do.
* Racer	do	Do.
* Norfolk Packet	do	Do.
* Para	do	Do.
* Griffith	do	Do.
Dandelion	do	Do.
Daffodil	do	Do.
Sweet Brier	do	Do.
Catalpa	do	Do.
* Valparaiso	do	Hospital ship.
* Houghton	do	Health ship.
Iris		Relieve and communicate.
Geranium		Do.

* Sailing vessels.

Distribution of vessels of the South Atlantic Blockading Squadron, September 15, 1864—Continued.

Name.	Station.	Remarks.
Harvest Moon		Special duty.
*Blunt		Do.
Oleander		Southern station with stores.
Marblehead		North for repairs.
Mohawk		Do.
Seneca		Do.
Huron		Do.
Unadilla		Do.
Chippewa		Do.
Rescue		Do.
New Ironsides		Do.
*Midnight		Do.
Paul Jones		Do.
Mahaska		Do.
*Supply		Do.
Weehawken		Sunk or stranded.
Housatonic		Do.
*Kingfisher		Do.
Madgie		Do.
Water Witch		Captured.
Columbine		Do.

*Sailing vessels.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Major-General Foster, U. S. Army, transmitting statement of a deserter from the C. S. S. Chicora.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., September 15, 1864.

GENERAL: I have the honor to transmit herewith a true copy of the statement of Charles Harris, a deserter from the Confederate States Navy, of Charleston, and who belonged to the gunboat *Chicora*, T. T. Hunter, commanding, now stationed in Cooper River.

I respectfully request that the matter may be brought to the notice of the Navy Department at Washington.

I have the honor to be, very respectfully, your obedient servant,

J. G. FOSTER,
Major-General, Commanding.

Major-General H. W. HALLECK, U. S. Army,
Chief of Staff Armies of the United States.

[Enclosure.]

Examination of Charles Harris.

HDQRS. NORTHERN DIST., DEPARTMENT OF THE SOUTH,
Morris Island, S. C., September 7, 1864.

I belonged to the gunboat *Chicora*. There are about 60 men and officers on board; T. T. Hunter is commander. There are four guns—two IX-inch Dahlgren and two 7-inch Brooke rifles. The men are armed with rifles, pistols, revolvers, swords, etc. There are four row-boats on board the *Chicora*. We lay up in the Cooper River, not quite as high as the receiving ship.

The *Palmetto State*, *Charleston*, and *Columbia* are in Charleston Harbor; they are all ironclads. The *Palmetto State* has four guns,

two IX-inch Dahlgren and two 7-inch Brooke rifles. The *Charleston* has six guns. I do not know their caliber; the two pivot guns are 7-inch. The *Columbia* is pierced for eight guns; she is not yet ready for sea. She is built so long that her bow and stern settle in the water and leave her middle high up. I do not think they will ever use her. These boats all lay up the Cooper River nearly opposite the North-eastern Railroad depot. One of these boats goes on picket every night between the city and Fort Johnson. The *Charleston* is the flag-ship. She is the fastest; she can steam about 4 miles an hour. The *Palmetto State's* boilers are out of order. She goes very slowly. The *Chicora* will sail about 3 miles an hour. On board the receiving ship there are about 150 North Carolina conscripts. The blockade runners are the *Stag* (she went in night before last), *Fox*, *Druid*, *Syren*. I heard that the *General Whiting* was sunk. There are, I think, about eight torpedo boats, 8 feet in diameter and 50 feet long; they come to a point at either end and are propelled by steam. These boats all have torpedoes, some 15 or 16 feet in front of the bow. The ironclads all have torpedoes, with between 60 and 150 pounds of powder in each, placed in front of their bows. They carry four or five to each boat and keep them in their magazines, which are forward near the bow. The plating is of 2-inch plates all over except the deck, which is one-half inch. I heard on board my boat that they were going to fit out all the blockade runners as privateers with two or three guns on each, and run the blockade and prey upon your commerce. The captain of the *Chicora* will have command of the *Stag*. Some nine or ten days ago the *Tallahassee* ran into Wilmington, N. C. They are fitting up all the blockade runners there also. Captain [Isaac N.] Brown, of the *Charleston*, is going with several other officers to Wilmington, N. C., to take command of some of the vessels; if they get out I think they will do something desperate. They also talk of making a raid to Point Lookout for the purpose of liberating their prisoners at that place.

Our rations are 14 ounces hard bread and 1¼ pounds fresh beef, sometimes salt beef. This last week we received 6 sacks each coffee and sugar. We have passes into the city once in a while. I was there two weeks ago. I landed at Calhoun Street wharf. There are no guns upon it; there was one, but it has been removed. The Blakely gun is on Frazier's wharf; on the battery or parade ground there are some six or eight guns. The shells from Cumming's Point are doing a good deal of damage.

I was born in Ireland; am 25 years of age; have been in this country fourteen years. I resided nine years in New York. I was on board a steamboat on the Mississippi till all the boats stopped running, and then I came to Charleston and tried to run the blockade on the steamer *Macaroni*, but could not get out, and they compelled me to enlist in the Navy about two years ago. I was never paid, but got a little money now and then. They think that if Lincoln is reelected there will be a revolution in the West; if McClellan is elected they think he will recognize the Confederacy and there will be peace; that is their only hope. There is a gunboat up near Columbus, Ga., which they are trying to fit out. I think they are determined to do something desperate if these boats get out. I do not know anything of Fort Sumter. I heard that some 600 or 700 prisoners were confined in Charleston. I jumped off the boat last night and swam to Morris Island. They heard me and sent a boat after me, but I eluded them.

Letter from Brigadier-General Saxton, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, requesting the services of a launch and howitzer for picket duty.

HDQRS. NORTHERN DIST., DEPARTMENT OF THE SOUTH,
Morris Island, S. C., September 15, 1864.

ADMIRAL: I have the honor, very respectfully, to request that if consistent with the interest of the service, a navy launch, manned and armed with a 12-pounder howitzer, may be placed on picket service in the creeks opposite Long Island and in Stono and Folly rivers. Such a boat will be of very great service there.

I am, admiral, with great respect, your obedient servant,
RUFUS SAXTON,
Brigadier-General, Commanding.

Rear-Admiral DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Saxton, U. S. Army, acceding to his request for the detail of naval launch and howitzer for picket duty.

FLAG-STEAMER HARVEST MOON,
Charleston Roads, S. C., September 15, 1864.

SIR: I am in receipt of yours of the 14th instant, and will direct the commanding officer at Stono to place his largest boats in picket in the Folly and Stono rivers.

Long Island has an inlet at each end; one of them (Breach Inlet) can not be approached nearer than effective cannon range as Battery Marshall is very heavy, and nearly destroyed the steamer *Acacia* a day or so since, when she grounded about 1,300 yards from it. But the blockade vessels make the inlet difficult of access. The other inlet (Dewees Inlet) is also under observation, and the nearest steamer to the Long Island shore always has a boat on picket near the beach when the weather permits.

I am, general, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Brigadier-General R. SAXTON,
Comdg. Northern Dist., Dept. of the South, Hdqrs. Morris Island.

Order of Rear-Admiral Dahlgren, U. S. Navy, to the senior officer off Georgetown, S. C., to furnish transportation to certain men.

FLAGSHIP PHILADELPHIA,
Charleston Roads, September 15, 1864.

SIR: I send the colored men, Fred. Williams and Billy, by *Geranium*, and desire you will land them at such point and at such time as they desire. Furnish them with whatever they ask for to assist them. They will inform you where they will return, and have a boat about the spot every night the weather permits. I desire that particular

attention shall be given to the matter, as I expect these men, particularly Williams, will bring me useful information. I am told that the fisherman on North Island was very useful to Captain Colvocoresses. You will therefore communicate with him at night when it can be done with safety, and let him have a ration with small stores for his support, advancing it to him by the week or month as he may wish. Let him send me any information or persons that will be serviceable.

I hear that fugitives have frequently endeavored to escape, but have been unable to reach our vessels. You will give attention to this matter, and send boats at proper time along this shore and into the Santee to receive these persons.

Very respectfully,

J. A. DAHLGREN,
Rear-Admiral.

SENIOR OFFICER, off Georgetown, [S. C.].

General order of Rear-Admiral Dahlgren, U. S. Navy, defining duties of inner and outer blockade, Charleston.

FLAG-STEAMER HARVEST MOON,
Off Morris Island, S. C., September 16, 1864.

In order to prevent any misunderstanding as to my views in regard to the duties of the blockade at this place, the following are issued in explanation thereof:

1st. When the flag is not present, the senior officer who may be present is responsible for the efficiency of the blockade, inside and outside.

2d. The senior officer outside will cause to be rigidly followed such directions for enforcing the blockade as he may receive from the flag or senior officer inside, but in whatever he may not have received directions as to the stations of vessels or their duties he will supply the omission by his own judgment, reporting the disposition or measures taken to the flag as well as to the senior officer inside.

3d. All vessels assigned to duty outside will be under the direction of the senior officer outside so long as they remain there, and they will not leave their station outside, unless by order of the flag or the senior officer outside or inside, unless some sudden emergency makes it indispensable.

4th. In general, it is proper that orders from a commanding officer present should pass through the senior officer under whom the vessel is doing duty, but circumstances may render it most convenient for the flag or senior officer inside to signal orders to a vessel directly, in which case that vessel in departing from her own station will show No. 843 ("Orders, under, from flag") to her own senior officer, indicating that the movement is in obedience to a superior order; that vessel is not to be diverted from her course nor detained.

5th. The picket duty performed by the monitors is peculiar, and resembling no other. The monitor which has the picket is to take position from 2,200 to 2,300 yards from Moultrie (terminations of Cumming's Point and Simkins, in line), at such part of the channel there as may be most advantageous. The tugboats and cutters which are assigned to picket duty for the night will report to the commander

of the picket monitor and receive their directions from him. These are designed to advance the picket more toward the main passage by Sullivan's Island, and between Sumter and Moultrie, and to check or capture the rebel boats, or to give notice of an attempted escape of any vessel.

6th. This advanced monitor is to be supported by another, which may be placed 500 yards to the southward of the former, or if the passage of blockade runners is anticipated, may be stationed in line with the picket monitor, and in case the picket monitor is attacked must render instant aid.

7th. Two more monitors are to take post farther down the channel, and not so far off that they can not be got conveniently to the front, in case of an alarm there.

8th. So long as the picket monitor is only performing picket duty the officer in command is to follow his own discretion, but in case of an attack or of any unusual move by the enemy, which is sufficient to bring the supporting monitor into play, then the senior officer of the two will command, and so with the other monitors when they arrive. It is presumed that the senior officer inside will, by this time, have reached the advance himself.

From this it will be perceived that the picket monitor is responsible for the picket duty, but as soon as an unusual move or contact with the enemy takes place, or is likely to occur, which brings up the supporting monitors, then the senior officer is responsible.

9th. It is unnecessary for me to say that the picket monitor and other monitors are to use their guns just when their commanders deem fit, and are not to fail to do so upon blockade runners, or boats, or vessels of the enemy, and also on his batteries, if instant action is needed, but they are not to leave stations in order to enter upon a regular engagement with the batteries on Sullivan's Island without orders, because the senior officer, being within full view by day and signal distance by night, can best judge of the necessity himself. It is also enjoined that the XV-inch is not to be used except in engaging the rebel ironclads or principal forts, as it is almost impossible to replace them here when worn out.

10th. In carrying out these orders, especially as to position, it is expected that each commanding officer of monitors will be guided by the capacity of his vessel and the state of the wind, tide, and sea. With a strong S. E. wind and sea, and a flood tide, it will be obviously injudicious to place a monitor in an advanced position, which, by reason of reduced speed, might drag toward the batteries and could not steam clear of them. In fact, on the blockade duty thus assigned, the safety of the monitor is never to be hazarded until the direct order is given. When one of our vessels grounds under fire, however, the nearest monitor will proceed without delay to cover her by opening fire on the batteries. Modifications may be issued by the commanding officer present at the time, but if not, the commander of each monitor is expected to exercise a sound discretion in obeying this order.

The instructions already given with respect to precautions against torpedo boats, etc., are not annulled by these orders.

The scout boats are on independent duty, but will communicate all useful information.

It is desirable to sustain a continued fire with the rifle 12-pounder howitzers on the works on Sullivan's Island whenever the duties of

the monitors permit, so as to interfere as much as possible with rebel operations; the distance about 3,500 yards to 4,000 yards.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Balch, U. S. Navy, to assume temporary command of the U. S. S. Nantucket.

FLAG-STEAMER HARVEST MOON,
Charleston Roads, September 17, 1864.

SIR: On receipt of this you will assume temporary command of the U. S. ironclad *Nantucket*, and you will enter at once upon that duty.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander GEO. B. BALCH,
Commanding U. S. S. Pawnee.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Luce, U. S. Navy, to assume command of the U. S. S. Pawnee.

FLAG-STEAMER HARVEST MOON,
Charleston Roads, September 17, 1864.

SIR: You will proceed to Port Royal with the *Pawnee* under your command, and on your arrival there you will report to Commander William Reynolds, senior officer present, for repairs to your vessel.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander S. B. LUCE,
Commanding U. S. S. Pontiac, off Charleston.

Subsequent order from admiral, the *Pontiac* proceeded to Port Royal in command of the fleet captain.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Foster, U. S. Army, regarding the cause of delay in the working of the naval battery on Morris Island.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., September 19, 1864.

GENERAL: The XI-inch guns have been mounted and ready to open for a week, but are unable to do so, as the parapets, traverses, bomb-proofs, etc., are not completed.

I have no doubt you desire that the battery should be at work at the earliest possible date.

I am, general, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Major-General J. G. FOSTER,
Comdg. Department of the South, Hdqrs., Hilton Head.

Letter from Major-General Foster, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, regarding measures for pushing the work on naval battery on Morris Island.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., September 21, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your communication, bearing date of September 19, stating that the XI-inch guns have been mounted and ready to open fire for a week past.

I have sent some engineers as a reinforcement to those now at Morris Island, in order to hurry up the work on the traverses, bombproofs, and parapets of all the front batteries, and gave orders to have work finished as early as practicable.

I would much desire that the battery should be at work as soon as practicable, as my supply of powder for the front batteries is getting low, and in consequence I have had to slacken fire, which gives the enemy a good opportunity to repair damages in Fort Sumter and in the other batteries.

I have the honor to be, admiral, very respectfully, your obedient servant,

J. G. FOSTER,
Major-General, Commanding.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blkdg. Squadron, Port Royal, S. C.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Foster, U. S. Army, inviting cooperation in taking possession of Long Island for the protection of inlets near Charleston, S. C.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, September 21, 1864.

GENERAL: I am much obliged by yours of the 20th, enclosing an extract from a report * by Captain Suter with regard to the draft of water in Dewees and Price's inlets and the practicability for blockade runners.

In May I caused these inlets and those above to be examined. The officer remained inside on the 23d, 24th, and 25th, passing through all the interior passages from Long Island to Bull's Bay, where he issued and went on board the United States vessel stationed there.

It was on this examination that I was disposed to enter these places with gunboats and act in concert with any movement in that quarter. Blockade runners might enter there, but could not pass inside of Sullivan's Island, nor perhaps get out of reach of the rifled cannon of the vessels.

There is, I believe, no doubt that those which have entered, passed in by Maffitt's Channel, and each has been noted at the time. Two have run aground and were lost not long since.

I have not lately caused these inlets to be entered, as I consider it advisable not to draw attention to the fact that it is feasible, until we wish to take a decisive measure, lest the rebels should, as they always do, take steps to make it difficult.

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* See Official Records of the Union and Confederate Armies in the War of the Rebellion, Volume XXXV, Part II, p. 291.

The possession of Long Island would secure us entirely in this direction, and if at any time you feel disposed to land there, I will act with you.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Major-General J. G. FOSTER,
Comdg. Department of the South, Headquarters, Hilton Head.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, transmitting confidential dispatch for Rear-Admiral Farragut, U. S. Navy.

NAVY DEPARTMENT,
Washington, September 22, 1864.

SIR: Enclosed is a confidential order,* which you will deliver to Rear-Admiral Farragut as soon as he arrives at Port Royal. Send the *Wabash* to Hampton Roads, to arrive there between the 1st and 5th October. None of your ironclads will be withdrawn, and none sent from the north at present.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Ensign Williams, U. S. Navy, to assume command of the U. S. S. Dandelion.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., September 23, 1864.

SIR: You are hereby detached from the flag-steamer *Philadelphia*, and will, without delay, assume command of the U. S. S. *Dandelion*, relieving Acting Ensign Joseph Frost.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Ensign GEORGE W. WILLIAMS, U. S. Navy,
Flag-Steamer.

Report of Rear-Admiral Dahlgren, U. S. Navy, requesting the assignment of an efficient officer in place of Captain Colvocoresses, detached.

No. 471.] FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, September 23, 1864.

SIR: The detachment of Captain Colvocoresses leaves a vacancy which I am unable to fill.

Will the Department be pleased to assign an efficient commander to the *Saratoga?* Though a sailing ship, without steam, yet the *Saratoga* has a crew which, by its numbers and drill, is well fitted for landing parties that few steamers here have, for, when the engineers (who can not be taken from the engines) are set aside, there are few steamers

* See Series I, volume 10, p. 473.

here that can spare boats sufficient in size or number to be of service in landing.

The withdrawal of Captain Colvocoresses deranges several plans which I had in view, when the chance offered, and if it would comport with the views of the Department, I would ask to have the *Tuscarora* sent here.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Dahlgren, U. S. Navy, announcing directions and signals for vessels composing the inner and outer blockade off Charleston, S. C., and its vicinity.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., September 23, 1864.

Running lights.

The following running lights, specified for each day of the month, are to be hoisted when in chase or approaching the limits of the blockade after an absence from it.

When in chase, they will be shown occasionally for two or three minutes at a time, after the established signal for an attempt to run the blockade inward or outward has been made, to indicate the direction of the chase.

When returning to the limits of the blockade after an absence from it, the running lights are to be shown until the ship's number or signal of recognition has been exchanged with one of the vessels on the blockade.

Running lights—Two perpendicular lights not less than 7 feet apart.

Day of month.	Lights.	Day of month.	Lights.
1	White above red.	17	White above red.
2	Red above white.	18	Red above white.
3	White above white.	19	White above white.
4	White above red.	20	White above red.
5	Red above white.	21	Red above white.
6	White above white.	22	White above red.
7	White above red.	23	White above white.
8	Red above white.	24	White above red.
9	White above red.	25	Red above white.
10	Red above white.	26	White above red.
11	White above white.	27	White above white.
12	Red above white.	28	Red above white.
13	White above red.	29	White above red.
14	White above white.	30	Red above white.
15	Red above white.	31	White above white.
16	White above white.		

Signal to ascertain the character of a vessel at night.

A vessel discovering and desirous of ascertaining the character of another at night will show a light (signal lantern) of the same color as the upper light of the running lights designated for the night until

answered by the vessel to which it is shown by a light corresponding with the lower light of the running lights designated for the night. Then the vessel which made the signal first will obscure her light, which is to be followed immediately by the vessel to which the signal was made obscuring hers. The latter vessel will then flash twice with a light of a different color from that shown by her in answering, with an interval of five seconds between the flashes, which must be answered by the vessel which made the first signal by two flashes made in the same manner, with a light of a different color. The signal lights should be held, if practicable, in a position so that they may be seen only by the vessel to which the signal is made.

Example, 1st day of the month:
A discovers B.
A shows a white light.
B answers with a red light.
B flashes twice with a white light.
A answers by flashing twice with red light.

Example, 2d day of the month:
A discovers B.
A shows a red light.
B answers with a white light.
B flashes twice with a red light.
A answers by flashing twice with a white light.

Example, 3d day of the month:
A discovers B.
A shows a white light.
B answers with a white light.
B flashes twice with a red light.
A answers by flashing twice with a white light.

A knowledge of the running lights is to be confined to commanding, executive, and signal officers. Officers in charge of the deck should only be informed of the running lights for the night at sunset, daily. It is also desirable that a knowledge of the signal to ascertain character should be confined to officers alone, who should give the necessary directions to make them to quartermasters or other persons detailed for that duty.

In the event of there being a doubt about the character of a vessel after the foregoing signals have been exchanged and repeated, fog signals of ship's numbers may be exchanged.

Fog signals.

Steamers will make fog signals with their whistles; sailing vessels with their bells.

Steamers.

Nipsic, 1 short blast.
Mary Sanford, 2 short blasts.
South Carolina, 3 short blasts.
Massachusetts, 4 short blasts.
Acacia, 5 short blasts.
Camelia, 6 short blasts.
Huron, 7 short blasts.
Chippewa, 1 short, 2 long blasts.
Daffodil, 1 short, 3 long blasts.
Wissahickon, 2 short, 1 long blast.
Dandelion, 2 short, 3 long blasts.
Sweet Brier, 4 short, 1 long blast.
Unadilla, 5 short, 1 long blast.
Wamsutta, 1 short, 1 long, 1 short.
Canandaigua, 1 short, 2 long, 1 short.
Wabash, 1 long, 1 short blast.
Seneca, 2 long, 1 short blast.
Sonoma, 2 long, 3 short blasts.
Azalea, 2 long, 2 short blasts.
Flag, 2 long.
Cimarron, 3 long.
Winona, 4 long.

Sailing vessels.

2 bells.	5 bells.
3 bells.	6 bells.
4 bells.	

Special signals regarding rebel movement.

Blockade runner going inward: Rocket and red light (Coston). Going outward: Rocket and white light. The vessel that discovers the stranger will fire on her while signaling.

This will be understood as a signal for the whole squadron to be on the alert; but no vessel will leave her particular station to chase unless she discovers the blockade runner or can steer a course understandingly to cut her off.

Rebel rams in sight and near: Rocket, red, white, red. When the signal is made, a single red light at the masthead of the vessel commanded by the senior officer present will indicate that all the heavy-built and armed vessels are to assemble near that vessel.

The light-built and armed vessels will be on the alert to discover and capture any vessels attempting to run the blockade, and render such other services as the occasion may suggest to their respective commanders.

Torpedo boats in sight and near: Rocket, white, red, green.

Enemy's boat in sight: Green.

Vessel in danger from fire of another: Running lights.

Signals for "Assistance required."

Show in a horizontal position, about 10 or 15 feet distant from each other, a red and white signal light (lantern) to be screened or held in a position, if possible, that it may not be read by the enemy; particularly if the vessel making the signal should be ashore or aground. This signal is to be answered by Coston's "Answering."

Continuous and rapid firing of guns will be understood as a signal that assistance may be or is required by the vessel firing the guns, and the vessel nearest to the locality of firing will proceed to give assistance, but will not be absent from her station longer than is absolutely necessary.

The "Answering" (Coston) followed by "Preparatory" (Coston) will indicate that all of the vessels employed on the blockade are to repair to the locality where the signal is made.

Annulling signals.

Two perpendicular red lights (signal lanterns) shown at the masthead or yardarm will annul the signal last made.

Strange vessels approaching the blockade in the daytime.

In the event of a strange vessel approaching the limits of the blockade during the daytime, as a general rule, the blockading vessel nearest to her will ascertain her character, etc., by boarding or speaking, and report to the senior officer present, by signal or otherwise. In communicating with a strange vessel, a blank cartridge is first to be fired, if necessary, as a summons to heave to, and a shot is not to be fired unless the summons by blank cartridge is unheeded. Vessels of

doubtful character and foreign men-of-war are to be accompanied by the vessel communicating with them to, and outside of, the anchorage of the senior officer present.

Commanders of vessels composing the blockade are expected to observe and exact from officers under their respective commands the greatest vigilance, attention to, and promptness in making and answering signals, and to use the utmost care in not firing into a vessel until well satisfied she is attempting to violate the blockade.

No lights will be shown by the blockading vessels at night excepting for signal purposes.

All signals conflicting with the above are revoked.

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding general matters pertaining to his command.

No. 473.] FLAG-STEAMER HARVEST MOON,
Off Morris Island, S. C., September 25, 1864.

SIR: No change of interest has taken place in the naval or military positions.

The rebels have made no attempts on the blockade, but as the moon is now well on the wane, they will no doubt resume activity.

Our lines of blockade are now drawn in much closer upon the only channel that is open, and the last escape was under a sharp fire for some time, the next one may not escape at all. By pushing in our own vessels, additional risk of accident is incurred.

On the 14th the *Acacia* grounded under the fire of Battery Marshall, but was handsomely covered by the fire of the *Pontiac*, *Nipsic*, etc., and got off, and on the 22d the *Nipsic* touched on the Rattlesnake and has sustained some damage.

Such contingencies are inseparable from so close an operation in such shoal water, and on obscure nights.

Then accidents occur and are quite unfortunate in their results. The *Mingoe* fouled the wreck of the *Housatonic* last night, and Captain Reynolds just reports that the *Pontiac* ran into a coal schooner, doing the latter some damage.

I am obliged to ask the attention of the Department to the necessity of increasing the number of vessels in this squadron, the unprecedented wear and tear from being constantly under steam is exhibiting its effects daily.

At this time the arrival of the *Pontiac* and *Mingoe* has been balanced by the departure of the *Paul Jones* and *Mahaska*. The *Cimarron* is broken down (boilers) and may have to be towed home. No less than six tugs of the Charleston detail are in the hands of the mechanics, while the rumored intent to get the *Water Witch* and consort out obliges me to keep four vessels at Ossabaw, because I have not two that would answer, such as the *Pontiac*, and I should be glad to have more of this class.

More care should be given to the quality of the work upon them. The *Pontiac* lacked stanchions between decks, and would soon have been badly injured. The *Mingoe* was defective in the engines, and

these faults will be naturally charged to the plans, etc. They are fast, however, and steer well. I will be pleased to have some more of them.

The *Winona* reports having noticed a torpedo advancing on her, (night of the 14th) off Breach Inlet; but steamed clear of it.

The guns of the naval battery on Morris Island were ready to open last week, but the engineers have not finished the parapets, etc. The general writes me (21st September) that he has ordered them to be finished as early as practicable, and adds to my suggestion that the guns ought to be at work, "I would much desire that the batteries should be at work as soon as practicable, as my supply of powder for the front batteries is getting low; and, in consequence, I have had to slacken fires, which gives the enemy a good opportunity to repair damages in Fort Sumter and in the other batteries."

The Bureau of Ordnance replies to my request for powder that it is difficult of procurement and desires me to get back some that I loaned the army, in order to keep the front batteries in operation.

The Department will conceive that any want of supplies in powder, coal, shells, etc., will immediately be felt. I should have some 2,000 barrels sent here before long.

Boats and men, too, are needed to bring up the scouting duty to its proper mark. As a general rule, there are few steamers that can furnish the proper kind of boats for night duty in open roads, large, well-built cutters, pulling 14 to 16 oars. A dozen of them would clear the passage and lower harbor of the rebel boats that impede our scouts.

The rebel ironclads rarely venture so low even as Johnson, but huddle up near the city, as if apprehensive of us, or else of fouling their own obstructions; formerly one of them generally lay off Sumter.

The rebels have very few troops here now. Ten thousand good troops in addition to what are here, with a proper naval force, would occupy Charleston and Savannah. But there should be no question of the adequacy of the vessels or there will be disaster.

The *Wabash* is reported to be in bad condition, much decayed. A survey is being held, and if it confirms the report, I propose to send her north, unless the Department directs otherwise.

Some large and well-manned ships are indispensable here, if only to furnish materials for boat service and landing. The *Wabash* has never served this purpose, for she has seldom been half manned, and finally, by detachments and discharges, was reduced to less than 200 all told.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Colvocoresses, U. S. Navy, regarding a reconnoissance up the Ashepoo River.

U. S. SHIP SARATOGA,
St. Helena Sound, South Carolina, September 27, 1864.

SIR: Yesterday I proceeded up the Ashepoo River as far as Fort Chapman, that I might discover the movements of the enemy in that

locality. I succeeded in obtaining a good standpoint for my observations, namely, the small island between the fort and the opposite side of the river. From there I could see into the interior of the works, and the country around as far as the woods. I saw distinctly the pickets on duty, but no garrison. The so-called fort consists of two earthworks, one being considerably smaller than the other, and I am disposed to think that they are connected by a rifle pit. I scanned both works very closely, but could not discover that they had any guns mounted on them, but as there are no embrasures to the works, it is possible I may be mistaken, and that there are one or more stationary pieces, which, perhaps, would be sufficient to hold vessels in check until more guns could be obtained.

I hear there is a force stationed at Warren's plantation, but how large no one here seems to know. I intend to find out by reconnoitering the locality myself, or by sending some reliable person, so soon as the tides and nights are favorable for such an undertaking. The plantation is about 1 mile back of the fort, and I imagine the force alluded to is kept there to act as a garrison to said fort in the event of its being attacked by the Federal forces. Should the enemy's number not exceed 100, shall I attack him with the *Saratoga's* crew? I should have no fears myself as to the result.

In approaching the fort yesterday, I passed within 300 yards of the wreck of the transport steamer *Boston*. I am of opinion that the enemy has not attempted to take away any part of it, as it remains intact at the spot where the vessel first grounded.

Very respectfully, your obedient servant,

GEO. M. COLVOCORESSES,
Commander, U. S. Navy.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Henry, U. S. Navy, to assume command of the U. S. S. Nipsic, off Charleston.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., September 29, 1864.

SIR: On the reporting of your relief, Acting Volunteer Lieutenant Alvin Phinney, you will consider yourself detached from the U. S. S. *Lodona*, and after giving Acting Volunteer Lieutenant Phinney any information in your possession which may be valuable to him in performing blockade duty at Sapelo, you will proceed without delay to the anchorage off Charleston and report on your arrival to the senior officer present, for the command of the U. S. S. *Nipsic*, relieving Lieutenant-Commander Crosman.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant Commander EDMUND W. HENRY, U. S. Navy,
Commanding U. S. S. Lodona, Sapelo Sound.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Harrison, U. S. Navy, to assume temporary command of the U. S. S. Canandaigua.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., September 30, 1864.

SIR: You will proceed by the first conveyance to Ossabaw, and on your arrival you will report to the senior officer present for temporary command of the U. S. steam sloop *Canandaigua*, relieving Lieutenant-Commander E. E. Stone.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander N. B. HARRISON, U. S. Navy,
Flag-Steamer Philadelphia.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the arrival at Port Royal, S. C., of the U. S. tug Hydrangea.

No. 479.] U. S. FLAGSHIP PHILADELPHIA,
Port Royal, S. C., September 30, 1864.

SIR: I beg leave to inform the Department that the U. S. tug *Hydrangea*, Acting Master Rogers commanding, arrived at this anchorage this September 30, 1864, and has been assigned to duty in the squadron.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Report of Flag-Officer Hunter, C. S. Navy, requesting the return of the crew of the C. S. S. Isondiga from Charleston, S. C.

SAVANNAH, GA., *October 6, 1863.*

I had the honor to report that the detail of men from my command to Charleston had left the *Isondiga* (gunboat) without a crew. There is no way of obtaining men except from the Army.

The *Isondiga* has one 6.4 Brooke and one IX-inch Dahlgren gun. She is officered and equipped. You were pleased to direct that the men alluded to should be sent to Charleston on temporary service. If they could be replaced from the army at Charleston, and directed to rejoin the *Isondiga*, our defense here would be strengthened by a serviceable vessel.

I am, very respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Order of Flag-Officer Hunter, C. S. Navy, to Pilot Thomas, C. S. Navy, to assume command of the C. S. S. Firefly.

SAVANNAH, GA., *October 9, 1863.*

SIR: You are hereby detached from the steamer *Isondiga*, and will take charge forthwith of the steamer *Firefly*, in place of Master's Mate Kennedy, resigned.

I am, respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Pilot WILLIAM THOMAS, C. S. Navy,
Steamer Isondiga.

Report to Commander Pinkney.

W. W. H.

Letter from the Secretary of the Navy to Flag-Officer Hunter, C. S. Navy, regarding order issued for the return of the force sent on temporary duty to Charleston, S. C.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, Va., October 12, 1863.

SIR: Your letter of the 6th instant to the Secretary of the Navy has been received.

Flag-Officer Tucker has been called upon to return the men belonging to the squadron under your command, unless it is absolutely essential to the public interests that they should be further retained.

By command of the Secretary of the Navy:

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Commander in Charge.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding, etc., Savannah, Ga.

Extract from Journal of Operations, kept at Confederate headquarters, Charleston, S. C., regarding the accident to the submarine torpedo boat.

October 15, 1863.—Raining again this morning, and too hazy to get report of the fleet.

To-day was exceedingly quiet, and the enemy did not fire a single shot, although Batteries Simkins and Cheves were in slow action, the former firing 33 rounds and the latter 10 rounds.

An unfortunate accident occurred this morning with the submarine boat, by which Captain H. L. Hunley and 7 men lost their lives in an attempt to run under the navy receiving ship. The boat left the wharf at 9:25 a. m. and disappeared at 9:35. As soon as she sunk air bubbles were seen to rise to the surface of the water, and from this fact it is supposed the hole in the top of the boat by which the men entered was not properly closed. It was impossible at the time to make any effort to rescue the unfortunate men, as the water was some 9 fathoms deep.

October 16, 1863.—Still raining and foggy. The report of the fleet from Sumter is that the *Ironsides*, four monitors, and twenty-two other vessels are inside the bar, and seven blockading vessels outside.

October 18, 1863.—The abolition fleet at Hilton Head is one steam frigate, two sloops of war, one cutter, seven wooden gunboats, and seventy-six transports.

Mr. Smith, provided with submarine armor, found the sunken submarine boat to-day in 9 fathoms of water. The engineer department was instructed to furnish Mr. Smith all facilities in the way of ropes, chains, etc., that an attempt might be made to recover the boat.

Order of Flag-Officer Tucker, C. S. Navy, to Lieutenant Dozier, C. S. Navy, to assume command of a detachment of conscripts for Savannah, Ga.

FLAGSHIP CHARLESTON,
Charleston, October 23, 1863.

SIR: You will be pleased to receive from Lieutenant Commanding J. H. Rochelle, C. S. Navy, 50 conscripts, and have them prepared to go to Savannah, Ga., informing me when they are ready to leave.

You will hold yourself in readiness to take charge of the detachment. Acting Master Mintzing will accompany you.

The receiving ship *Indian Chief* will be placed under command of Lieutenant Commanding J. H. Rochelle, C. S. Navy, during your absence.

Very respectfully, your obedient servant,

J. R. TUCKER,
Flag-Officer, Commanding Afloat.

Lieutenant-Commanding W. G. DOZIER, C. S. Navy,
Receiving Ship Indian Chief, Charleston, S. C.

[Telegram.]

CHARLESTON, S. C., *November 1, 1863—9:30 a. m.*

Bombardment of Sumter has continued steadily since yesterday. Damage considerable, but not vital; 15 casualties, 13 of which due to fall of barrack walls. Ruins of fort will be defended to last extremity. *Ironsides* is still silent.

G. T. BEAUREGARD.

General S. COOPER,
Adjutant and Inspector General, Richmond, Va.

[Telegram.]

CHARLESTON, S. C., *Novemver 3, 1863—8:30 a. m.*

Bombardment of Sumter continues still, night and day. Only 2 casualties reported in last twenty-four hours. President arrived here yesterday.

G. T. BEAUREGARD.

General S. COOPER,
Adjutant and Inspector General, Richmond, Va.

Order of General Beauregard, C. S. Army, to Major Elliott, C. S. Army, enjoining vigilance in Fort Sumter.

CHARLESTON, S. C., *November 3, 1863.*

MAJOR: Look out for an attempt to scale the walls of Fort Sumter to-night.

Respectfully,

THOMAS JORDAN,
Chief of Staff.

Major S. ELLIOTT, Jr.,
Fort Sumter.

Order of Brigadier-General Ripley, C. S. Army, regarding signals by blockade runners.

HEADQUARTERS FIRST MILITARY DISTRICT,
Mount Pleasant, November 9, 1863.

Any vessel or vessels which may attempt to enter this harbor showing a red and blue light horizontally and near together will be allowed to pass all batteries in this command, and all batteries will endeavor to protect such vessel from attack by vessels of the enemy. This order to remain in force until otherwise directed.

By command of Brigadier-General Ripley:

W. F. NANCE,
Assistant Adjutant-General.

[Telegram.]

CHARLESTON, S. C., *November 12, 1863—10 a. m.*

Bombardment of Sumter continues with X-inch mortars, 30 and 100 pounder Parrotts. Only one man slightly wounded in the last twenty-four hours. *Ironsides* remains quiet at her anchorage, having moved but once and not fired one shot since attack of torpedo boat "David." Probabilities are she has been seriously injured.

G. T. BEAUREGARD.

General S. COOPER,
Adjutant and Inspector General, Richmond, Va.

Remarks of General Beauregard, C. S. Army, relative to ironclad gunboats.

CHARESTON, S. C., *November 14, 1863.*

Our gunboats are defective in six respects:

First. They have no speed, going only from 3 to 5 miles an hour in smooth water and no current.

Second. They are of too great draft to navigate our inland waters.

Third. They are unseaworthy by their shape and construction, as represented by naval officers. Even in the harbor they are at times considered unsafe in a storm.

. They are incapable of resisting the enemy's XV-inch shots arters, as shown by the *Atlanta* in Wassaw Sound last

an not fight at long range, their guns not admitting ater than from five to seven degrees, corresponding to range. Even at long range naval officers are of opinion que sides and flat decks of our gunboats would not resist ng shots of the enemy's 200 and 300 pounders.

est proof of the total failure of the three ironclad gunboats, *Palmetto State*, and *Charleston*, constructed at such cost and , is that, although commanded by our most gallant officers, they not fire one shot in defense of Fort Sumter during the naval attack the 7th of April last, nor have they fired a shot in defense of Morris Island and Sumter during the present siege, which has lasted over four months, excepting on one occasion—the assault on Sumter during the night of September 8 last, when the *Chicora* fired a few shots on the enemy's boats and barges.)

Sixth. They are very costly, warm, uncomfortable, and badly ventilated; consequently sickly.

The enemy's ironclads, being invulnerable to shots above water beyond 800 yards, they should be attacked below water. The best way to accomplish this is by means of swift seagoing steamers, capable of traveling 10 or 12 miles an hour, shot-proof above water, and armed with Captain F. D. Lee's submarine repeating spar torpedo, which is both simple and certain in its operation. Not one of his submarine torpedoes has yet failed to explode on striking a resisting object. The experiment of the "David," a small cigar torpedo boat, against the *New Ironsides*, shows the effect of a 70-pounder torpedo, only 6 feet below water, on the thick sides—over 5 feet—of that sea monster. Since the attack, about one month ago, the *New Ironsides* has not fired one shot, notwithstanding the renewed bombardment of Sumter has been going on twenty days and nights, showing evidently that she has been seriously injured. Moreover, she has left her anchorage only once for about half an hour, when she returned to her former position, abreast of Morris Island. It is stated that a proper-sized steamer, 400 or 500 tons, built like a blockade runner, but made shot-proof and armed with one of Lee's repeating submarine torpedo apparatus, could be built in about three months' working time in England for the sum of about $250,000.

I venture to say that with one of those vessels here the blockade of Charleston could be raised in less than one week, and the army of Gillmore captured very shortly afterwards. Half a dozen of these steamers would raise the blockade of our Atlantic and Gulf coasts, and enable us to recover the navigation of the Mississippi River. Indeed, a few years hence we will ask ourselves in astonishment how it was that with such a great discovery, offering such magnificent results, we never applied it to any useful purpose in this contest for our homes and independence. It is evident, according to Lord John Russell's own views, that those steamers can be constructed in England as shot-proof, unarmed blockade runners, without incurring the risk of being seized by the English Government.

G. T. BEAUREGARD,
General, C. S. Army.

Letter from the commandant naval station, Savannah, to Flag-Officer Hunter, C. S. Navy, transferring to his command the C. S. S. Sampson.

C. S. NAVY DEPARTMENT,
Commandant's Office, Savannah, Ga., November 16, 1863.

SIR: By authority of the Navy Department, I hereby transfer to your command the steamer *Sampson*, with her officers and men, excepting Captain Rogers, of the revenue service, who will report to me for orders.

I am, sir, respectfully, your obedient servant,

JOSIAH TATTNALL,
Commandant Savannah Station.

Flag-Officer W. W. HUNTER, C. S, Navy,
Commanding Naval Squadron, Savannah.

Report of Flag-Officer Hunter, C. S. Navy, submitting statement as to the complements of officers and crews required by the vessels of his command.

SAVANNAH, GA., *November 26, 1863.*

In obedience to your order of the 20th instant, directing me to submit to your office what, in my judgment, should be the complement of officers and crew of the different vessels under my command, I herewith submit the following remarks, with the lists explanatory of the ratings and numbers appropriated for each vessel, having relation to the peculiar service of these.

The floating battery *Georgia* has five guns; the other four guns have been loaned to the army and are in the land works near this place. The *Georgia* has so little power of locomotion, by reason of her defective and powerless machinery, that one assistant engineer and four firemen will be a sufficient number in the engineer department of that vessel, and the ratings stated in the accompanying list of the complement of her officers and crew will be sufficient for her present battery.

The *Resolute*, *Sampson*, and *Firefly* are ordinary river steamers, without a battery, yet very useful and indispensable in the various services required in these waters.

I am, respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander J. K. MITCHELL, C. S. Navy,
Commander in Charge.

General order of Commander Mitchell, C. S. Navy, Chief of Office of Orders and Detail, regarding the withdrawal of the spirit ration.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, Va., November 28, 1863.

On account of the difficulty of procuring spirits, it will not be issued hereafter, till further orders from the Department, as a part of the navy ration.

It will be furnished only as medical stores, to be issued on the prescription of medical officers.

In lieu of spirits the articles authorized by section 3 of the act "to establish the navy ration" may be substituted, or the ration may be commuted at 4 cents.

By command of the Secretary of the Navy:

JNO. K. MITCHELL,
Commander in Charge.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding, etc., Savannah, Ga.

Extract from Report of the Secretary of the Navy, dated November 30, 1863, regarding vessels completed and under construction.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, November 30, 1863.

VESSELS IN COMMISSION.

In Charleston Harbor, under command of Flag-Officer John R. Tucker.

Chicora, ironclad sloop, 4 guns, Commander T. T. Hunter.
Charleston, ironclad sloop, 6 guns, Commander I. N. Brown.
Palmetto State, ironclad sloop, 4 guns, First Lieutenant J. Rutledge.
Steam tender *Juno*.

In Savannah River, under command of Flag-Officer W. W. Hunter.

Savannah, ironclad sloop, 4 guns, Commander R. F. Pinkney.
Georgia, ironclad steam floating battery, 4 guns, First Lieutenant W. Gwathmey.
Isondiga, steam gunboat, 3 guns, First Lieutenant J. [S]. Kennard.
Sampson, steamer, receiving ship, 1 gun.

VESSELS COMPLETED AND UNDER CONSTRUCTION.

Pedee River, South Carolina.

One seagoing steam gunboat of 5 guns is advancing to completion; machinery ready.

Charleston, S. C.

The ironclad steam sloop *Charleston*, 4 guns, completed and in commission.

Three ironclad steam sloops under construction—one receiving her armor and machinery, the others advancing rapidly.

Savannah, Ga.

The ironclad steam sloop *Savannah*, 4 guns, completed and commissioned.

Steam gunboat *Isondiga*, 3 guns, completed and in commission.

Two ironclad steam sloops, of 4 guns each, ready for armor and machinery, the latter finished.

One steam gunboat of 6 guns, launched and receiving her machinery.

Special order of Colonel Beall, C. S. Marine Corps, regarding inspections of the marine guards.

SPECIAL ORDERS, No. 179. } HEADQUARTERS C. S. MARINE CORPS, *Richmond, Va., December 21, 1863.*

Captain J. R. F. Tattnall will make monthly inspections of the marine guards attached to the naval squadron under the command of Flag-Officer Hunter, C. S. Navy, reporting the results to the adjutant for the information of the undersigned.

As it is in accordance with the views of the Secretary of the Navy that all marine guards afloat should be commanded by an officer of the Corps, Captain Tattnall will detach an officer of his company to command the guard attached to the *Georgia*, unless the interest of the service and the number of officers at his disposal will not admit of the detail, in which event the marine officer attached to the *Savannah* will make weekly inspections of the guard first referred to and report the result to Captain Tattnall.

By authority of the Secretary of the Navy:

LLOYD J. BEALL,
Colonel, Commanding C. S. Marine Corps.

Flag-Officer W. W. HUNTER,
Commanding Naval Forces Afloat, Savannah, Ga.

Extract from journal of operations kept at Confederate headquarters, Charleston, S. C.

December 29, 1863.—It is reported that the work at the end of Long Island, near Secessionville, appears to be completed, but no guns are yet to be seen.

About 8:30 this morning the gunboats shelled the neighborhood and in front of the batteries in the Stono for half an hour, after which they landed from a flat about 200 men at the Lady's Island battery. They came up Deep Creek, which touches immediately in rear of the batteries. The enemy have thrown forward their pickets to the creek heading toward the village and in advance of the batteries. They appeared to be working at the guns left on the 25th instant. Major Jenkins had sent yesterday to General Wise for sling carts to attempt their removal and recovery, but they did not reach him in time to make the trial last night, and to-day three gunboats were lying as near the battery as they could get, while the *Pawnee* went up Kiawah and took a position opposite an old field across the peninsula, to command all approaches and prevent our advance. After shelling for some time she was relieved by another vessel taking position near the batteries. It will be impossible to recover the guns. The enemy occupy batteries with stronger force than we can bring against them, with pickets between, and covered by intervening embankments and protected by four gunboats.

The three gunboats left Lady's Island, but the atmosphere was too thick to tell whether troops were on board.

Letter from Hon. W. P. Miles to General Beauregard, transmitting letter from the Secretary of the Navy regarding torpedo warfare.

RICHMOND, *December 30, 1863.*

DEAR GENERAL: Enclosed I send you a letter from Mr. Mallory, to whom I submitted your notes.

The press of other matters and the accumulation of papers made me lose sight of it for some little time, as you will see by its date. I suppose you will not be very much surprised at its contents.

There is nothing new of interest which I am at liberty to communicate. This sounds mysterious, but I can not say more except that it relates to foreign affairs. It may come to nothing or lead to advantageous results if dexterously and judiciously handled. Meanwhile we are trying to strengthen our Army and render our military system more efficient. But there is so much demagogism that I sometimes feel very despondent. Can you not state with some official certainty that the enemy are considerably increasing their strength in the vicinity of Port Royal, and upon that information ask for some of Longstreet's troops?

The probability is that he will winter where he is for the purpose of subsisting his army. In that event, might not Jenkins and Kershaw be specially asked for by you if there is a strong probability that the enemy intend an attack in force upon the Charleston and Savannah Railroad? I do not know whether Jenkins, who is very ambitious, would like to abandon a major-general's command (which he now enjoys), but Kershaw would like to recruit his brigade in South Carolina. It is reduced to some 1,500 men, and might be largely filled up with conscripts and men from regiments now on the coast which have over the maximum allowed by law. This latter fact, by the way, gives no little dissatisfaction to the decimated regiments from South Carolina that are, and have so long been, serving outside of their State. If you could get Jenkins and Kershaw both they would be invaluable to you.

Very truly, yours,

WM. PORCHER MILES.

General G. T. BEAUREGARD.

[Enclosure.]

NAVY DEPARTMENT, C. S.,
Richmond, December 19, 1863.

SIR: Your letter of the 11th instant, upon the subject of torpedo vessels, and enclosing notes of General Beauregard, has been received.

The effect of submarine torpedoes exploded in contact with the bottoms of vessels is generally understood; for, though experiments have been very limited, their results, and particularly the results of the attempt upon the *Ironsides* at Charleston and upon a gunboat on the James River, have been instructive and satisfactory.

As to the best means of thus using submarine torpedoes in offensive war much speculation and many interesting devices have been called forth. But as yet no practicable plan that I am aware of has been devised for the construction of such a vessel as this mode of warfare demands, and as General Beauregard evidently refers to. That they may be carried beneath the water at the end of a spar attached to the stem of a vessel and exploded by impact against an opposing ship with terrible effect upon it, and without serious injury to the torpedo vessel, is well understood.

The chief characteristics of such a vessel as General Beauregard indicates should be a "speed of 10 or 12 miles an hour, and shot-proof above the water" (and recent tests show that they should be so below the water to a certain extent) against the enemy's XV-inch guns at close quarters. But the means by which these requirements, apparently inconsistent, are to be obtained and combined—the size, form, and details of the vessel and machinery—he does not indicate, nor have they ever, to my knowledge, been determined or suggested. Such vessels could only be built, within any reasonable time, abroad; and whether the Government of England or France, where they might be most readily built, would permit the construction of ironclad torpedo boats within their jurisdiction may well be doubted. But if built abroad they must necessarily be seagoing vessels, and large enough to cross the ocean and to force an entrance to our ports, and large enough to carry the coal for the voyage, aided, perhaps, by temporary sails. I mention these points, not in opposition to their construction, if practicable, but to show some of the difficulties in the way, and to have the benefit of your aid in overcoming them if possible.

To construct a "steamer of 400 or 500 tons, built like a blockade runner, but made shot-proof," would be impracticable. No vessels of this character, possessing the requisite mobility, speed, invulnerability, and draft of water, have ever been built, or, to my knowledge, planned.

Upon the subject of invulnerability it may be proper to remark that no adequate defensive armor, applicable to such vessels against the heavy naval ordnance now in use, has yet been devised.

Unless some satisfactory plan of such vessels can be devised here, the best course will perhaps be to submit the question, through Commander Bulloch, to some of the best builders and machinists of France and England, and after determining the plan, to contract, if possible, for their construction and delivery at sea, or at some neutral port.

It is proper to say, however, that it will always be in the power of the enemy to anchor his ship and protect her against torpedo boats by means familiar to seamen and readily attainable, and similar to those now employed to protect the *Ironsides*. And it is believed that the Federal ironclads anchored at Charleston Harbor can protect themselves against such attacks with more certainty than against those made by heavy guns or heavy rams.

In reference to your remarks relative to asking an appropriation from Congress for this purpose, I will be happy to confer with you, and also to obtain the benefit of any suggestion you may make to facilitate the object in view.

General Beauregard's notes on the ironclads in Charleston having been thus presented, it is proper to advert to them. After stating that they are defective in six respects, he says: "They are unseaworthy." Certainly they are unseaworthy, as vessels usually are that are built as these were, for harbor defense chiefly. They are not expected to go to sea, in the ordinary acceptation of the term. To have them made seaworthy would have decreased their defensive power.

Such of the enemy's monitors as are seaworthy do not expose themselves at close quarters to his heavy guns.

He says, further: "They are incapable of resisting the enemy's XV-inch shot at close quarters." Their power of resistance to such shot is probably greater than those of the enemy's ships, but it may well be doubted whether any ironclad yet built is capable of resisting

them. If the inclined shields of these ironclads are incapable of such resistance, the shields of the enemy, nearly vertical, are less so.

He further says:

They can not fight at long range, their guns not admitting an elevation greater than five to seven degrees, corresponding to 1¼ to 1½ miles range. Even at long range naval officers are of opinion that the oblique sides and flat decks of our gunboats would not resist the plunging shot of the enemy's 200 and 300 pounders.

These vessels were designed and armed to fight the enemy's ironclads, which can only be successfully assailed at close quarters, and the range of their guns is ample for this purpose.

But, in point of fact, their guns have the elevation usually given to the port guns of cruising ships. "If," as General Beauregard says, "the enemy's ironclads are invulnerable to shots above water beyond 800 yards," a greater range than from 1¼ to 1½ miles, which he says our vessels possess, would seem not only to be uncalled for, but a defect, demanding, as it would, a larger opening for the gun.

He further says:

The best proof of the total failure of the three ironclad gunboats, *Chicora*, *Palmetto State*, and *Charleston*, constructed at such cost and labor, is that, although commanded by our most gallant officers, they did not fire one shot in the defense of Fort Sumter during the naval attack of the 7th of April last. Nor have they fired a shot in the defense of Morris Island and Sumter during the present siege (which has lasted over four months), except on one occasion—the assault on Sumter during the night of September 8 last, when the *Chicora* fired a few shots on the enemy's boats and barges.

The fact that the ironclads did not fire a shot in defense of Fort Sumter and Morris Island, as stated, can hardly, I think, be regarded as the best proof of their total failure.

I suppose that Flag-Officer Tucker's reason for not firing on these occasions was understood by General Beauregard. But as the omission to do so is regarded by him as the best evidence of the total failure of the vessels, it is proper to say that the failure to fire on the occasions indicated resulted from the judgment of the commander and not from the total failure of the vessels. His ships were designated to fight the enemy's ironclads, which they could only do with fair chances of success at the close range already indicated.

In view of the destruction of heavy ordnance employed at long range, the determination of Flag-Officer Tucker not thus to use his guns, but to reserve them for the enemy's advance at close quarters, and for the work for which they were designed, may be regarded as judicious.

They are very costly, warm, uncomfortable, and badly ventilated; consequently sickly.

These objections are objections certainly, but they are objections applicable to all ironclads, and to those of the enemy in a far greater degree than ours.

General Beauregard's notes are herewith returned.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Hon. W. PORCHER MILES,
Member of Congress, Richmond, Va.

[Endorsement.]

JANUARY 5, 1864.

The notes of the gunboats furnished to Colonel Miles were not intended for Mr. Mallory, but to enable Mr. Miles to speak knowingly

on the subject whenever discussed in Congress, and to put a stop, if possible, to the useless loss of material, time, and money wasted in their construction. A committee ought long since to have been appointed to enquire into the efficacy or uselessness of these gunboats.

G. T. BEAUREGARD,
General, Commanding.

Letter from Major-General Gilmer, C. S. Army, to Flag-Officer Hunter, C. S. Navy, regarding cooperation in case of attack upon Savannah by the enemy.

HEADQUARTERS, *Savannah, January 9, 1864.*

CAPTAIN: While endeavoring to guard against all the contingencies which may possibly arise, should the enemy threaten Savannah, I would respectfully enquire what assistance you are prepared to offer, in cooperation to resist his attack, should he advance upon the city by way of the river.

1st. What support can you give Batteries Lee, Cheves, and Lawton, in protecting the obstructions at the head of Elba Island?

2d. In case the enemy should attempt an advance upon the Carolina shore by way of Union Causeway, can naval guns be brought to bear on that approach?

3d. Should it suddenly become necessary to throw troops across to the Carolina shore, or to bring them back, to what extent could you aid us in that emergency?

Very respectfully, captain, your obedient servant,

J. F. GILMER,
Major-General and Second in Command.

Flag-Officer W. W. HUNTER,
Comdg. Confederate States Naval Forces Afloat, Savannah.

Letter from Flag-Officer Hunter, C. S. Navy, to Major-General Gilmer, C. S. Army, giving detailed statement of means available for the defense of Savannah.

SAVANNAH, *January 12, 1864.*

GENERAL: I have the honor to acknowledge the receipt of your letter of the 9th instant. To the interrogatories enumerated therein I would respectfully answer consecutively, first placing before you all the available means at my command.

This consists of the *Savannah*, drawing 12 feet 6 inches water; armed with two 7-inch Brooke single-banded rifle guns, weighing, each, 15,000 pounds; two 6.4-inch Brooke rifled guns, double-banded, weighing 10,000 pounds. Two of these can bear on each broadside, and one on each extremity of the vessel. The *Savannah* is supplied with ammunition for her battery, embracing bolts, shells, and grape. She is manned with conscripts, who are as well trained as artillerists as it has been possible in the period of time which they have been in the naval service.

The *Georgia* is an ironclad floating battery, armed with five guns. Four of these are on her broadside, bearing on the obstructions near Fort Jackson, and one gun on the extremity of the vessel, which is a

32-pounder rifle, of 5,700 pounds weight; it is not adequate for the heaviest projectiles.

The broadside guns of the *Georgia* are two IX-inch Dahlgren smoothbore and two 32-pounder rifles, 5,700 pounds each; these last two are not banded, and are not adequate for the heaviest projectiles. She is manned with conscripts, who are well drilled at her battery; she is well supplied with ammunition. The *Georgia* is a fixture in herself, for want of locomotive power in her machinery.

The *Isondiga* is a wooden gunboat, armed with two guns, one on each extremity of the vessel. She draws 6 feet 6 inches water. One of these guns is a Brooke, 6.4-inch, rifled, double-banded, weighing 10,000 pounds. The other is a IX-inch, smoothbore Dahlgren. She is manned with conscripts, well trained, and well supplied with ammunition; her power of locomotion is about 5 miles per hour.

To your first question, viz, "What support can you give to batteries Lee, Cheves [naval battery], and Lawton in protecting the obstructions at the head of Elba Island," I would reply by indicating the *Savannah* as the most efficient means at my disposal toward that end. The *Georgia*, not having in itself the power of locomotion in a tideway, is placed for the defense of the interior obstructions near Fort Jackson. Having thus described the armed force under my command, I would respectfully state that I will cause it to act where you signify to me it may be most available to cooperate with you in the defense of Savannah.

I will promptly reply to your second enquiry, viz, "In case the enemy should attempt to land on the Carolina shore, by way of Union Causeway, can naval guns be brought to bear on that approach?" as soon as I can obtain a more accurate knowledge of the topography of that locality.

In reply to your third enquiry, viz, "Should it suddenly become necessary to throw troops across to the Carolina shore, or to bring them back, to what extent could you aid us in that emergency?" I have two side-wheel steamers, unarmed, which, when loaded with all the troops they can carry, would draw 8 feet water. These can carry together about 500 men, and are capable of towing scows in which may be placed many others. These two steamers are available for the service you desire. It is proper that I should state to you that I deem it indispensable to the efficiency of my command to have the services of the two last-stated steamers, for the purpose of towing, transportation, and communication of public material and personnel, supply of fuel, etc., and in the event of the larger vessels grounding, or in the contingency, which it may be, to remove the new gunboat, ammunition, arms, provisions, etc., pertaining to the navy on this station.

I am, very respectfully,

WM. W. HUNTER, C. S. Navy,
Flag-Officer, Commanding Afloat.

P. S.—I have this moment the honor to acknowledge the receipt of a tracing of a chart of the vicinity of Savannah from you.

Respectfully,

W. W. H.

Major-General J. F. GILMER, C. S. Army,
Second in Command, Dept. S. C., Ga., and Fla., Savannah, Ga.

Letter from the Secretary of the Navy to Flag-Officer Hunter, C. S. Navy, regarding recruits.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, Va., January 13, 1864.

SIR: Your communication of 29th ultimo has been received.

Flag-Officer Lynch, at Wilmington, N. C., has been instructed to transfer to your command 50 recruits, if he can spare them.

By command of the Secretary of the Navy:

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Commander in Charge.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding Afloat, Savannah, Ga.

Letter from Major-General Gilmer, C. S. Army, to Flag-Officer Hunter, C. S. Navy, suggesting a position for the C. S. steamers Isondiga and Savannah.

HEADQUARTERS,
Savannah, January 15, 1864.

CAPTAIN: I had the honor to receive a few days ago your communication of 12th instant (in reply to mine of the 9th), in which you say that you will cause the armored force under your command to cooperate with me in the defense of Savannah in such manner as I may indicate. As agreed upon in our personal interview yesterday, I would respectfully suggest that the *Isondiga* and *Savannah* be placed at a point between Lee battery and the obstructions at the head of Elba Island, and within 400 yards of the obstructions. From this position full protection can be given against any attempt to remove the barriers, and at the same time the approaches to Proctor's Landing will be under the fire of your guns.

I note your suggestions as to measures for firing upon the approaches to the Carolina shore of the Savannah River, and they meet with my full concurrence. A signal station is being established at Red Bluff, on New River, in communication with Proctor's Landing and this city. By this means the earliest intelligence of the enemy's movements in that quarter will be received, giving time, it is believed, for the vessels to take up the positions in the Back River that you have proposed.

I have to thank you for your offer to furnish every aid in your power in transferring troops across the Savannah River, should emergencies require it.

I am, sir, very respectfully, your obedient servant,

J. F. GILMER,
Maj. Gen. and Second in Command, Dept. S. C., Ga., and Fla.

Flag-Officer W. W. HUNTER,
Commanding Afloat, Savannah.

Letter from Flag-Officer Hunter, C. S. Nary, to Major-General Gilmer, C. S. Army, regarding assignments of vessels in accordance with the suggestion of the latter.

SAVANNAH, *January 15, 1864.*

I have the honor to receive your letter of this day in relation to the cooperation of the forces under my command. I have directed that the *Savannah* and *Isondiga* be placed as designated by you. The *Sampson* and *Resolute* are in readiness to perform the service of transporting troops to Union Causeway, the vicinity of which place I have caused to be sounded, and I have selected the position for the *Savannah* and *Isondiga* to take, should you deem it requisite to command the causeway with their guns.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Major-General J. F. GILMER, C. S. Navy,
Second in Command, Dept. S. C., Ga., and Fla.

Letter from officers to Flag-Officer Tucker, C. S. Navy, requesting appointment to service in torpedo boat.

C. S. S. CHARLESTON,
Charleston Harbor, January 15, 1864.

SIR: Having been informed that the torpedo boats now in process of construction and approaching completion at this place will be under the control of the Navy and placed in charge of some of its officers, we are anxious, having great confidence in them, to try our fortunes, and respectfully request that our applications be considered connectedly, as in an enterprise so hazardous mutual confidence among those engaged should exist.

Very respectfully, your obedient servants,

B. F. SHELLY,
Acting Master, C. S. Navy.
W. F. JONES,
Acting Second Assistant Engineer, C. S. Navy.

Flag-Officer JNO. R. TUCKER, C. S. Navy,
Commanding Naval Forces, Charleston, S. C.

Order of Flag-Officer Tucker, C. S. Navy, to Lieutenant Dozier, C. S. Navy, to assume temporary command of the C. S. S. Chicora.

FLAGSHIP CHARLESTON,
Charleston, January 27, 1864.

SIR: You will be pleased to assume command of the C. S. S. *Chicora* during the temporary absence of Commander Hunter.

You will receive all orders and instructions from Commander Hunter that he may have, and carry out the same.

Very respectfully, your obedient servant,

J. R. TUCKER,
Flag-Officer, Commanding Afloat.

Lieutenant Commanding W. G. DOZIER, C. S. Navy,
Receiving Ship Indian Chief, Charleston, S. C.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Kennard, C. S. Navy, commanding C. S. S. Isondiga, to assume position near Fort Bartow, St. Augustine Creek.

SAVANNAH, *January 27, 1864.*

On the other side of the paper is a diagram drawn and written by Major-General Gilmer for your guidance.

You will proceed with the *Isondiga* under your command near Fort Bartow, in St Augustine Creek, and with all your means execute the service stated as being the object of your movement as written thereon.

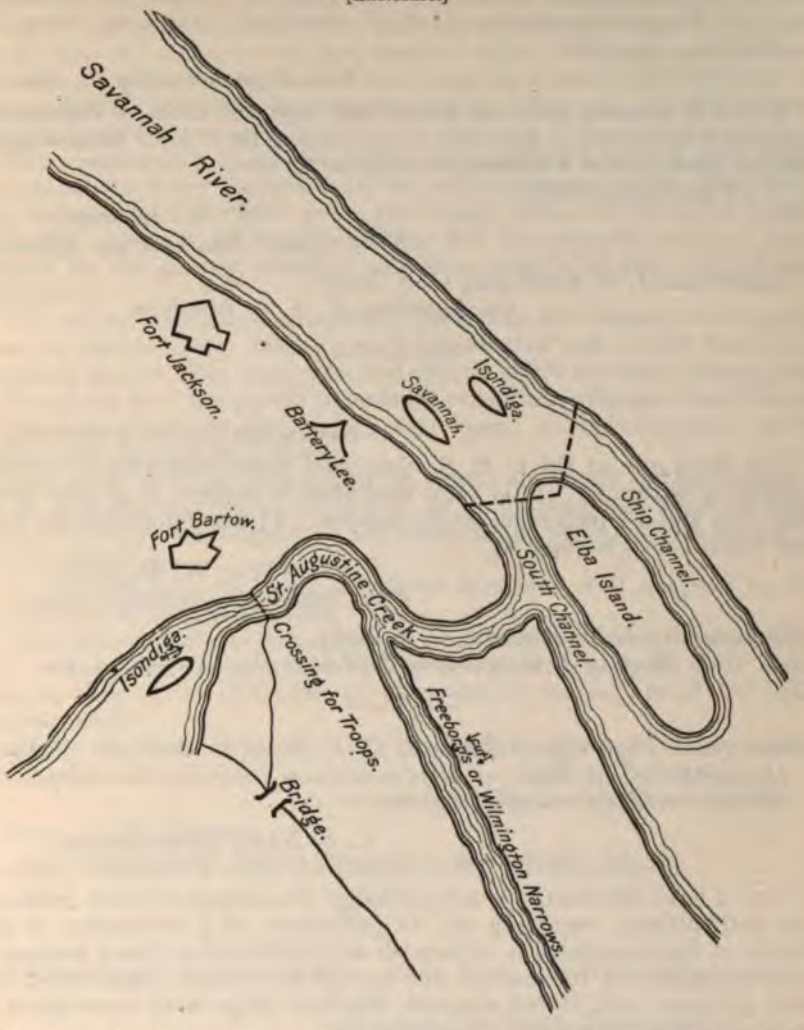
Be careful to move on the rising tide, that accidental grounding may be remedied. Look well to the contingency of being cut off from Savannah by any movement in superior force of the enemy. In fuel, provisions, and in every respect keep your vessel in the most efficient condition for the service you are charged with, and do all in your power to cooperate with and aid the military authorities, and in the execution of these duties be guided by your best judgment. Perform this service at the very earliest moment the tide and circumstances will admit.

I am, respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant Commanding J. S. KENNARD, C. S. Navy,
Commanding C. S. S. Isondiga.

[Enclosure.]



C. S. gunboat *Isondiga* to lie under the guns at Fort Bartow, in St. Augustine Creek, covering Oatland Island and the approach through Wilmington Narrows. This position will enable the *Isondiga* to protect the passage of our troops from the mainland to Whitemarsh and Oatland Island. Drawn by the hand and received from Major-General Gilmer, C. S. Army, Savannah, January 27, 1864.

WM. W. HUNTER, C. S. Army.

Copy of a diagram furnished me by Major-General Gilmer, Savannah, January 27, 1864, and the original furnished lieutenant commanding J. S. Kennard with his orders.

W. W. HUNTER, C. S. Navy.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Kennard, C. S. Navy, commanding C. S. S. Isondiga, regarding change of position.

SAVANNAH, *January 29, 1864.*

You will resume your old anchorage near the C. S. S. *Savannah*, keeping your vessel in readiness to proceed again to your present position or elsewhere at a moment's notice to do so.

I am, respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant J. S. KENNARD, C. S. Navy,
Commanding C. S. S. Isondiga.

[Telegram.]

SAVANNAH, *January 29, 1864.*

The stern gun of the C. S. S. *Savannah* burst yesterday by a shell exploding within it. It is very desirable to replace it at this time. The gun was a 7-inch rifle, single banded. Please telegraph me how and when I may replace it.

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander J. M. BROOKE, C. S. Navy,
Chief of Ordnance and Hydrography, Richmond, Va.

Letter from Flag-Officer Tattnall, C. S. Navy, to chairman of Naval Committee of the House of Representatives regarding the adaptation of naval vessels for harbor defense.

C. S. NAVY DEPARTMENT,
Commandant's Office, Savannah, Ga., February 3, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of the 25th ultimo, requiring me, in pursuance of a resolution of the House of Representatives, to furnish any information I may possess as to the adaptation for harbor defense of the vessels constructed for that purpose, and, if not adapted, whether steps have been taken to improve those in process of construction.

I shall confine my reply to the vessels constructed in this harbor, as I have no knowledge of the character of those constructed elsewhere.

In the early part of the war four small wooden gunboats, drawing but 3 feet water and mounting, each, 3 heavy guns, were constructed. They were intended to be towed into position by a small force of light-draft steamers, which had been purchased. The introduction of iron vessels and other causes led subsequently to the dismantling of this force. It was collected on the spur of the moment, and was the only force then to be obtained.

The next vessel constructed was the ironclad steamer *Atlanta*. She was constructed on the lower body of the purchased English steamer *Fingal*.

To the Secretary of the Navy's call for my opinion of her efficiency as a vessel of war I replied that the work, as far as met the eye, was

well executed; that the vibration, when under steam, and from the firing of her guns, was but little; that her speed was at least 6 miles the hour; that she steered well, and that her draft, with half her coal, was 15 feet. For her strength and endurance as a ram I referred him to those familiar with her construction, which I was not, as I did not see her until she was covered in.

Her construction had been under the exclusive control of private agents of the Navy Department, the officers proper of the Navy having had nothing to do with her. Her draft, with everything on board, proved to be quite 16 feet, rendering her for general purposes unadapted to the narrow channel and shoal waters of this harbor and station.

The second ironclad constructed here was the steamer *Savannah*, now in commission. She is a well-constructed and a very fine ship, drawing 12 feet, also somewhat too great a draft for these waters, but I do not see how that could have been remedied without a sacrifice of other important considerations. Her speed is represented to be 6½ miles with 15 pounds of steam.

Two other fine ironclads are on the stocks and ready for their armor. It is thought that their draft will be something less than 12 feet. Their efficiency will depend on the character of their engines, of which I know nothing.

I think the hulls of these last three ironclads well adapted to the purpose of their construction.

Two other small wooden steamers were also constructed here before the introduction of ironclads. They are good vessels of their class, but, in view of the character of the enemy's vessels, are of but little consequence.

I have the honor to be, sir, very respectfully, your obedient servant,

JOSIAH TATTNALL,
Commandant, Savannah Naval Station.

Hon. C. M. CONRAD,
Chairman of Naval Committee, Richmond, Va.

General order of the Secretary of the Navy regarding midshipmen.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, Va., February 4, 1864.

I. The Department, deeming it of the first importance that no opportunity be neglected for the advancement of the midshipmen in their studies and deportment, directs:

II. All commanders of national vessels in the Confederate waters to enforce strictly the "sunset regulation" in granting liberty to midshipmen under their command, and to insist upon their pursuing their studies as prescribed by the regulations of the school ship.

III. That each midshipman be required to keep, in his own handwriting, journals of their service, and watch, quarter, and station bills of the vessels in which they may serve, to be produced at their examination in December next, together with letters from their commanding officers certifying to their good conduct and studious habits.

IV. Commanding officers will cause this general order to be communicated to all the midshipmen under their command.

By command of the Secretary of the Navy:

JNO. K. MITCHELL,
Commander in Charge.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding, etc., Savannah, Ga.

[Endorsement.]

Sent to all commanding officers of the squadron.

E. C. KOLLOCK,
Flag-Officer's Secretary.

Report of Major Jenkins, C. S. Army, giving picket observations.

HEADQUARTERS THIRD SUB-DISTRICT,
February 8, 1864.

CAPTAIN: The side-wheel gunboat came up the Stono this morning about 9 o'clock and anchored off Legaréville, where she was when the report left. About sunset another gunboat went up the Kiawah River and was there at dark. A schooner went out at 8:30 o'clock a. m. There are 9 schooners, 1 tern, 1 brig, 3 small transports, and 2 gunboats in the Stono and Folly rivers. A large fire is to be seen on Kiawah Island, in the direction of Bass Inlet. One gunboat is in the North Edisto River.

Respectfully,

JOHN JENKINS,
Major, Commanding Third Sub-District.

Captain JAMES H. PEARCE,
Assistant Adjutant-General.

Letter from General Beauregard, C. S. Army, to Flag-Officer Tucker, C. S. Navy, suggesting that the "David" be assigned to duty on Stono River.

HDQRS. DEPT. S. C., GA., AND FLA.,
Charleston, S. C., February 11, 1864.

SIR: Can not the "David" be assigned to duty in the Stono River? The enemy having removed the torpedoes laid near the obstructions, I think it would be extremely desirable, before sending this boat to the Stono, to destroy one or more of the enemy's small guard boats that picket between Schooner Creek and Cumming's Point, so as to make the enemy fear an attack on the latter spot.

Respectfully, your obedient servant,

G. T. BEAUREGARD,
General, Commanding.

Flag-Officer TUCKER,
Commanding C. S. Naval Forces Afloat, Charleston.

Letter from General Beauregard, C. S. Army, to Flag-Officer Tucker, C. S. Navy, suggesting that the "David" attack the enemy's barges.

HQDRS. DEPT. S. C., GA., AND FLA.,
Charleston, S. C., February 13, 1864.

SIR: In reply to your letter* of yesterday, I hasten to say that I have no special service in the Stono to suggest beyond the destruction of the *Pawnee* or *Marblehead*, but the chances for which, it would appear, are substantially destroyed by the want of a pilot acquainted with the channel.

It is not in Schooner Creek that I had desired the "David" to attempt operations, but against the enemy's barges at high tide between the mouth of that creek and Cumming's Point.

Respectfully, your obedient servant,

G. T. BEAUREGARD,
General, Commanding.

Flag-Officer J. R. TUCKER,
Commanding C. S. Naval Forces Afloat, Charleston Harbor.

Letter from Colonel Anderson, C. S. Army, commanding river batteries, to Flag-Officer Hunter, C. S. Navy, regarding instructions issued to sentinels.

HEADQUARTERS RIVER BATTERIES,
February 15, 1864.

SIR: The colonel commanding directs me to say that the following instructions have been issued to the sentinels on duty at Fort Jackson and Battery Lee in regard to naval boats, etc.:

* * * * * * *

No naval boats, if recognized, will be hailed or molested during the day.

* * * * * * *

Should a sentinel have doubt as to the character of any boat, he will hail her three times. If no reply is given, he will fire at and bring her to the wharf.

* * * * * * *

At night no boat will be permitted to pass without the watchword. If the sentinel has any mistrust as to her character, he will order her ashore and demand the countersign.

Very respectfully, your obedient servant,

J. HUNTER, C. S. Army,
Lieutenant, etc.

Flag-Officer W. W. HUNTER,
Commanding, etc., Savannah.

Report of Colonel Tabb, C. S. Army, giving picket observations.

HEADQUARTERS THIRD SUB-DISTRICT,
John's Island, February 15, 1864.

CAPTAIN: About 9 o'clock a gunboat came up the Stono and threw 9 shells at the pickets. She remained until sunset and then returned

* Not found.

to her usual anchorage. There are 7 schooners, 3 steamers, 1 brig, 1 tern, and 2 gunboats in the Stono and Folly rivers. One gunboat is in the North Edisto River, lying off the mouth of Bohicket Creek.

Very respectfully, your obedient servant,

W. B. TABB,
Colonel, Commanding, etc.

Captain JAMES H. PEARCE,
Assistant Adjutant-General.

Order of Flag-Officer Hunter, C. S. Navy, to Acting Master's Mate Hebbard, C. S. Navy, to assume command of the C. S. S. Firefly.

SAVANNAH, *February 15, 1864.*

You are hereby detached from the command of the C. S. S. *Sampson* and will assume the command of the C. S. S. *Firefly*, relieving Pilot W. Thomas of the same.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Master's Mate S. F. HEBBARD, C. S. Navy.

You will receive the arms and ammunition into your charge now on board the *Firefly*. These you will be responsible for both as to their condition for use and careful preservation, furnishing Commander R. F. Pinkney, C. S. Navy, with an inventory and receipt for the same.

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Report of Major Jenkins, C. S. Army, giving picket observations.

HEADQUARTERS THIRD SUB-DISTRICT,
John's Island, February 16, 1864.

CAPTAIN: About 9 o'clock a. m. one of the gunboats came up the Stono as far as Legaréville and compelled the pickets to retire, and the other gunboat went up the Kiawah River beyond Mrs. Neyles'. The gunboats in front of Legaréville threw three shells at the Lady's Island battery. At 1:30 p. m. both returned to their usual positions. A river steamer went out at 3 o'clock, going south. There are 4 schooners, 1 tern, and 2 gunboats in the Stono and Folly rivers.

Respectfully,

JOHN JENKINS,
Major.

Captain JAMES H. PEARCE,
Assistant Adjutant-General.

Letter from Major-General Gilmer, C. S. Army, to Flag-Officer Hunter, C. S. Navy, regarding the transfer of a Brooke gun.

HEADQUARTERS,
Savannah, February 17, 1864.

CAPTAIN: I am directed by General Beauregard to enquire if you can transfer to me the Brooke gun of 6.40 caliber that had its muzzle

shot off, which was spoken of during the general's recent visit to this city.

If you can turn it over to me, I propose to have the muzzle cut off and the piece banded.

I am, captain, very respectfully,

J. F. GILMER,
Maj. Gen. and Second in Command, Dept. S. C., Ga., and Fla.

Flag-Officer W. W. HUNTER,
Commanding Afloat, Savannah.

Order of Flag-Officer Hunter, C. S. Navy, to Commander Pinkney, C. S. Navy, in relation to proposed attack on Whitemarsh Island.

SAVANNAH, *February 22, 1864.*

Exercise your discretion in cooperating with the Army, touching the present attack on Whitemarsh Island. If the *Isondiga* is needed to act with the troops, give her the necessary orders. The naval court-martial is adjourned till a further notice to its members.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander R. F. PINKNEY, C. S. Navy,
Commanding C. S. S. Savannah.

NOTE.—This order was delivered to Brigadier-General Mercer, to be telegraphed to Commander R. F. Pinkney, commanding C. S. S. *Savannah*, lying near Elba Island at 5 p. m. this day.

W. W. H., C. S. Navy.

Order of Flag-Officer Hunter, C. S. Navy, to Commander Pinkney, C. S. Navy, to cooperate with the land forces in repelling the enemy from Whitemarsh Island.

SAVANNAH, *February 22, 1864—6 p. m.*

The commanding general has requested me to cooperate with the land forces in repelling the enemy from Whitemarsh Island, and informs me that he has directed an attack by troops to be made on the party landed at Whitemarsh Island. He asks for naval aid in preventing their embarkation in a gunboat and three transports, which are at hand for that purpose. You will please render all the aid and cooperation in that respect with the forces under your command consistent with a proper care of the *Savannah* as the chief naval means of defense against the water approaches to Savannah. The court-martial of which you are a member is adjourned till a further notice to its members.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander R. F. PINKNEY, C. S. Navy,
Commanding C. S. S. Savannah.

NOTE.—Commander R. F. Pinkney is authorized to direct the movements of the *Isondiga* on the occasion above mentioned.

W. W. H.

Letter from Brigadier-General Mercer, C. S. Army, to Flag-Officer Hunter, C. S. Navy, requesting the presence of a gunboat near Fort Bartow, in view of the apprehended attack of the enemy.

HDQRS. MILITARY DIST. GA. AND 3D MILITARY DIST. S. C.,
Savannah, February 26, 1864.

SIR: I have the honor to call your attention to the proposal already made you to station an armed vessel, the *Isondiga*, near Fort Bartow. I am much concerned at the exposed condition of the defenses of Savannah, and apprehend an attack of the enemy with much larger forces than heretofore from the direction of Whitemarsh Island. Your vessel would be entirely secure under the guns of Fort Bartow and would very materially assist in defense against an attack in that quarter.

I most earnestly urge upon you this point, and beg to hear from you on the subject at your earliest convenience. Your compliance with my request would relieve me from no little anxiety upon the subject of a surprise at that point by barges.

I have the honor to be, commodore, very respectfully, your obedient servant,

H. W. MERCER,
Brigadier-General, Commanding.

Commodore HUNTER,
Commanding Naval Forces Afloat, Savannah.

Letter from Flag-Officer Hunter, C. S. Navy, to Brigadier-General Mercer, C. S. Army, acceding to request for the transfer of a Brooke gun.

SAVANNAH, *February 26, 1864.*

On the arrival of a gun from Richmond, Va., for the C. S. S. *Savannah* (which I am hourly expecting), I will take pleasure in complying with the request of General P. G. T. Beauregard in relation to the injured gun now on board the C. S. S. *Savannah*, by delivering the same to you for the use of the Army.

I am, very respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Brigadier-General H. W. MERCER, C. S. Army.

Report of Commander Pinkney, C. S. Navy, regarding the exposed position of the C. S. ironclad Savannah.

C. S. S. SAVANNAH, *February 27, 1864.*

SIR: I deem it proper to represent to you in a more formal manner than I have heretofore done the vulnerable and defenseless condition of this vessel while anchored in her present position.

Owing to the small traverse of her guns, they can not be brought to bear on the channel at the obstructions while she is at anchor, consequently an enemy there would be able to direct his fire against her

with impunity until she could be moved by steam, which would be for forty-five minutes or an hour.

I am, very respectfully, your obedient servant,

R. F. PINKNEY,
Commander.

Flag-Officer W. W. HUNTER,
Commanding Naval Forces Afloat.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Kennard, C. S. Navy, commanding C. S. S. Isondiga, to proceed to Fort Bartow for cooperation with the land force in repelling the enemy.

SAVANNAH, *February 27, 1864.*

You will please hasten by every means in your power the work now being done on the *Isondiga* under your command, and proceed with her as soon as possible, and on no account later than Tuesday morning next, near your late position near Fort Bartow.

Be in readiness for service of any kind, and especially guard and defend the bridge over St. Augustine Creek and the water approaches toward Fort Bartow. Exercise your discretion as circumstances shall present themselves in cooperation with the land forces against any movement of the enemy.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant Commanding J. S. KENNARD, C. S. Navy,
Commanding C. S. S. Isondiga.

Order of Flag-Officer Hunter, C. S. Navy, to Commander Pinkney, C. S. Navy, commanding C. S. ironclad Savannah, regarding the position of that vessel.

SAVANNAH, *February 27, 1864.*

I have received your note of this day on the return of the *Isondiga* near your present anchorage. You will exercise your discretion in relation to resuming your former anchorage off Fort Jackson should you deem the safety of your vessel requires that movement.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander R. F. PINKNEY, C. S. Navy.

Letter from Flag-Officer Hunter, C. S. Navy, to Brigadier-General Mercer, C. S. Army, regarding the time of departure of the C. S. S. Isondiga.

SAVANNAH, *February 29, 1864.*

In reply to your letter of the 26th instant, in relation to placing the C. S. S. *Isondiga* near Fort Bartow, I would state that the *Isondiga* will repair thither this day or early to-morrow.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Brigadier-General Commanding H. W. MERCER, C. S. Army.

Order of Flag-Officer Hunter, C. S. Navy, to Commander Pinkney, C. S. Navy, transmitting request for cooperation in the protection of steamers carrying army stores.

Confidential.] SAVANNAH, *March 4, 1864.*

Herewith is a copy of a letter from Brigadier-General H. W. Mercer, commanding at Savannah. You will further the object therein stated by every means in your power.

Respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander R. F. PINKNEY, C. S. Navy,
Commanding C. S. S. Savannah.

[Letter of same date and like tenor to Lieutenant Kennard, C. S. Navy, commanding C. S. S. *Isondiga.*]

[Enclosure.]

HDQRS. MILITARY DIST. OF GA. AND 3D DIST. S. C.,
Savannah, March 4, 1864.

COMMODORE: I am informed that a Government steamer, commanded by J. Pembroke Jones, C. S. Navy, containing a most valuable cargo of army stores, is expected nightly to arrive at this port, via North Breakers and South Channel. I beg most respectfully to call your attention to this expected arrival, that you may have your forces prepared to assist should she be attacked by the enemy in barges or otherwise. Should your good judgment and experience suggest to you preparations that would facilitate or insure the safety of the steamer expected, I beg that such preparations may be made at once.

I have the honor to be, commodore, very respectfully, your obedient servant,

H. W. MERCER,
Brigadier-General, Commanding.

Commodore HUNTER,
Commanding Naval Forces Afloat, Savannah.

Report of Flag-Officer Hunter, C. S. Navy, regarding the assignment of the C. S. S. Sampson to duty in defending the water approaches to Savannah.

SAVANNAH, *March 4, 1864.*

The urgent calls of the commanding general here for cooperation in defense of the water approaches to Savannah, requiring a steamer of lighter draft than the *Isondiga*, made it requisite to assign the river steamer *Sampson* for that purpose. I have accordingly mounted on her a 32-pounder smoothbore gun, of 6,100 pounds, which, with the carriage, was furnished all ready by Flag-Officer Josiah Tattnall, the *Sampson* having the circle for the same already laid.

I have also mounted on her a 12-pounder boat howitzer, and I have had a store room turned into a shot and shell locker and magazine, and furnished her also with a few small arms.

I have appointed Lieutenant T. B. Mills, C. S. Navy, to command the *Sampson*, which vessel, as now being fitted, will be found far more useful; all of which I respectfully ask the approval of the honorable Navy Department.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander J. K. MITCHELL, C. S. Navy,
Office of Orders and Detail.

Report of Captain White, C. S. Army, giving picket observations.

HEADQUARTERS THIRD SUB-DISTRICT,
John's Island, South Carolina, March 6, 1864.

CAPTAIN: A steamer came down Folly River. A tugboat came from up Bass Creek at 12 o'clock. A steamer towed a tern from south; stopped off Stono awhile, and then towed her back toward south.

J. H. WHITE,
Captain, Commanding Third Sub-District.

Captain JAMES H. PEARCE,
Assistant Adjutant-General.

Report of Captain White, C. S. Army, giving picket observations.

HEADQUARTERS THIRD SUB-DISTRICT,
John's Island, South Carolina, March 7, 1864.

CAPTAIN: One of the gunboats came up the Stono and threw a shot in the direction of Lady's Island. There are 8 schooners, 3 steamers, 1 brig, and 2 gunboats in the Stono and Folly rivers. One gunboat is in the North Edisto River.

Respectfully,

J. H. WHITE,
Captain, Commanding Third Sub-District.

Captain JAMES H. PEARCE,
Assistant Adjutant-General.

Order of Flag-Officer Hunter, C. S. Navy, to Commander Pinkney, C. S. Navy, commanding C. S. ironclad Savannah, to proceed to Willink's shipyard for an exchange of guns.

SAVANNAH, *March 8, 1864.*

You will please proceed with the *Savannah* to Willink's yard, receive on board the new gun, and dismount and land the injured gun now on board the *Savannah*, and with all dispatch prepare the *Savannah* for service.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander R. F. PINKNEY, C. S. Navy,
Commanding C. S. S. Savannah.

Letter from Brigadier-General Walker, C. S. Army, to Brigadier-General Jordan, C. S. Army, presenting plan for attacking Federal blockader lying at the mouth of Ashepoo River.

HEADQUARTERS THIRD MILITARY DISTRICT,
Pocotaligo, March 15, 1864.

GENERAL: I have recently had closely reconnoitered by my scouts a blockader that has been lying for a year past at the mouth of the Ashepoo River. Private Crowel, of the Signal Corps, a half-brother of Captain Hartshorne, served nine years in the U. S. Navy. He got within a mile and a half of her with a tolerable glass. He pronounces her a corvette of about 800 tons burden, with four guns on a side—probably two more as bow and stern chasers. Top of bulwarks about 12 feet from water line; complement of crew, 250 men. Her position is half a mile west of Otter Island. This precise position she has kept for months past. A pilot boat is anchored a half mile up the river; it is supposed with reference to guard against torpedoes.

The intermediate streams would be navigable from Charleston as far as mouth of Mosquito Creek by one of the "Davids." Whether that creek would be navigable for such a boat at high water I am not sure, but my impression is it would be. This would carry her to Bennett's Point, the end of what is marked on the map as Bear Island. Coal could be brought from the Jacksonboro depot to this point. From this point it would be 9 miles by the channel between Otter Island and Fenwick's Island to the corvette. It would be necessary to come from Saint Helena Sound in order to avoid the tender on guard on the river side and to insure greater secrecy by an attack from an unexpected quarter. By taking advantage of a flood tide she could easily get to a position of safety after doing her work. If the plan is considered feasible, I will have any further information obtained that may be considered desirable.

I have the honor to be, very respectfully, your obedient servant,
W. S. WALKER,
Brigadier-General, Commanding.

Brigadier-General THOMAS JORDAN.

Letter from Flag-Officer Hunter, C. S. Navy, to Flag-Officer Tucker, C. S. Navy, requesting the loan of a torpedo boat for the destruction of a Federal blockader stationed off Savannah.

Confidential.] SAVANNAH, *March 15, 1864.*

The enemy has a heavily armed bark in this vicinity, serving as a blockader, which has so long remained at anchor in apparent security as probably to have become somewhat careless in guarding against an attack.

With an appropriate steam torpedo boat (such as I learn you have several) I think she may be destroyed. With this in view, could you not loan me one of your torpedo boats susceptible of being transported hither by the railway, and also an engineer acquainted with the peculiarities of managing her machinery.

With such means I believe that I can destroy the bark.

May I ask your consideration of this matter? And inform me by letter if you can afford the facilities alluded to, with such remarks in relation to the efficiency of the torpedo boats for the purpose designed which you may have derived from your knowledge and experiences of their use.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Flag-Officer J. R. TUCKER, C. S. Navy,
Commanding Naval Forces Afloat, Charleston, S. C.

Letter from Flag-Officer Tucker, C. S. Navy, to Flag-Officer Hunter, C. S. Navy, stating his inability to furnish a torpedo boat for use in destroying Federal blockader.

FLAGSHIP CHARLESTON,
Harbor of Charleston, March 18, 1864.

DEAR SIR: Your letter of the 15th instant is received. I should be happy to comply with your request if it were in my power to do so, not having at this time a steam torpedo boat at my disposal.

The one I have had, the "David," belongs to a company. They have called on me to return the "David," which, of course, I am obliged to do.

The station is building two of these boats to be turned over to me when completed, but I fear that will be some time yet.

I will send you drawings and explanations which will enable you to have one or more boats constructed at Savannah. I would urge you to do so as soon as possible, as, in my opinion, they are valuable for harbor defense and for raids on the enemy. The torpedoes can be made here, if you will send two sheets of one-eighth copper. I will be happy to attend to their construction and send them on when made.

With best wishes for your success in the torpedo line, I am, very respectfully, your obedient servant,

J. R. TUCKER,
Flag-Officer Afloat.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding Afloat, Savannah.

[Telegram.]

SAVANNAH, *March 23, 1864.*

The broken 7-inch rifle gun was delivered to the Army on the 8th of this month.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander J. M. BROOKE, C. S. Navy,
Richmond, Va.

Order of the Secretary of the Navy to Flag-Officer Hunter, C. S. Navy, transmitting letter from the Adjutant and Inspector General regarding the transfer of men from the Army of Tennessee for vessels of the Navy.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, Va., March 26, 1864.

SIR: Enclosed is a copy of a letter, dated 22d instant, from General Cooper, Adjutant and Inspector General, to General J. E. Johnston, directing him to transfer to the C. S. Navy from the Army of Tennessee under his command 170 men.

You will be pleased to send with all dispatch one lieutenant or other suitable officer and one medical officer, together with such additional officers as you may deem necessary, to the headquarters of the Army of Tennessee, to apply for 100 of the above quota of men.

The officer sent by you charged with this service will accept and ship for the Navy all volunteers who are, in his judgment, fit for the service, and who shall pass the required medical examination, and have them conveyed promptly to Savannah, Ga.

Blank shipping articles are sent herewith, and all men shipped are to be duly returned to this office and the first auditor, as directed therein; and you will be pleased to make a return of all men whom you actually receive under this order from the Army.

Special enquiry should be made for firemen and coal heavers, if those ratings be needed in your command.

The necessary expenses of officers employed on the recruiting service will be allowed.

Application should be made to the commanding general for necessary guards to accompany the drafts of men who may be transferred to the Navy, which it is hoped he will be able to furnish.

Only 100 men on this order can be spared for your command, the balance of 70 being required for Columbus and St. Marks, for whom officers will be sent from Columbus.

By command of the Secretary of the Navy:

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Commander in Charge.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding, etc., Savannah, Ga.

[Enclosure.]

CONFEDERATE STATES OF AMERICA,
WAR DEPT., ADJT. AND INSP. GENERAL'S OFFICE,
Richmond, Va., March 22, 1864.

GENERAL: To man, efficiently and at once, the vessels of the Navy, it has become necessary to transfer 1,200 men from the armies.

To this end the honorable Secretary of the Navy has detailed officers, with instructions to proceed to the headquarters of each army, for the purpose of selecting and designating the men so to be transferred. From the Army of Tennessee 170 men will be designated, whom you are requested to transfer to the Navy, upon the written request of the naval officer sent to your command, and under his direction to send 150 to Savannah, Ga., and 20 to St. Marks, Fla.

You will please forward a list of the men so transferred to this office without delay.

By command of the Secretary of War:

S. COOPER,
Adjutant and Inspector General.

General J. E. JOHNSTON,
Commanding, etc.

Report of Major Jenkins, C. S. Army, giving picket observations.

HEADQUARTERS THIRD SUB-DISTRICT,
John's Island, South Carolina, March 27, 1864.

CAPTAIN: A transport towing a schooner and a tug towing a schooner, also another schooner, came in from south. A portion of woods about 100 yards wide to the east of Bass Inlet has been cut down by the enemy, giving a clear view of the sea and also of some of their tents on Kiawah Island. The enemy have unmasked a battery on Horse Island, opposite Legaréville. There are 2 gunboats, 3 steamers, 1 tug, and 10 schooners in Stono and Folly rivers. One gunboat is in the North Edisto River.

Respectfully,

JOHN JENKINS,
Major, Commanding Third Sub-District.

Captain JAMES H. PEARCE,
Assistant Adjutant-General.

Letter from Captain Gray, C. S. Army, to Flag-Officer Tucker, C. S. Navy, regarding a submarine cable in Charleston Harbor.

OFFICE SUBMARINE DEFENSES,
Charleston, March 28, 1864.

COMMODORE: I would respectfully inform you that I intend to raise the cable now lying between Fort Johnson and Sullivan's Island to-night, if the weather permits. Please to notify your guard boats and let me know the signal.

M. M. GRAY,
Captain, in Charge Torpedoes.

Commodore J. R. TUCKER,
Commanding Naval Forces Afloat, Charleston, S. C.

Report of Captain White, C. S. Army, giving picket observations.

HEADQUARTERS THIRD SUB-DISTRICT,
John's Island, South Carolina, March 31, 1864.

CAPTAIN: There are 2 gunboats, 8 schooners, and 2 steamers in the Stono and Folly rivers. At 10 a. m. a small steamer went into Bass Creek; at the same time one of the gunboats came up the Stono beyond the piles, when she fired three shots, one at Legaré's Point place, one at Grimball's, and the other at the pickets on James Island. At 2 p. m. a steamer towed out a schooner, which went south. At 4

p. m. a small steamer came in from north. One gunboat is in the North Edisto River.

Respectfully,

JNO. H. WHITE,
Captain, Commanding Third Sub-District.

Captain JAMES H. PEARCE,
Assistant Adjutant-General.

[Telegram.]

RICHMOND, *April 1, 1864.*

Please consult with Captain Tattnall and give me your opinion as to the chances of getting a fast corvette propeller to sea, if built at Savannah, with a draft of 14 feet.

S. R. MALLORY,
Secretary.

Flag-Officer W. W. HUNTER,
Savannah, Ga.

[Telegram.]

SAVANNAH, *April 1, 1864.*

Telegraph received. Consulted Flag-Officer Tattnall. With 14 feet draft a fast propeller could probably pass safely to sea in the present state of blockade. I will write more fully on this subject by the first mail. A telegram can not express all that is necessary to say.

Very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Carnes, C. S. Navy, to proceed on special duty connected with the transfer of men from the Army of the Tennessee.

SAVANNAH, *April 1, 1864.*

You will proceed to the headquarters of General J. E. Johnston, C. S. Army. Report to him and deliver the accompanying letter to his address. You are herewith furnished with blank shipping articles for the Confederate States naval service, on which you will cause to be entered volunteers for the Navy and such men as may be transferred to it from the Army.

You will exercise your best professional judgment in the selection of these as most suited to the naval service.

A copy of an order from the honorable War Department to General J. E. Johnston, C. S. Army, and also one from the honorable Navy Department, addressed to me, is herewith furnished you as a guide in the execution of this duty (these you will please return to me on your return to Savannah).

You will request General Johnston to furnish you with the necessary guards and facilities for the transportation of the men alluded to to Savannah, Ga., and you will cause these to be safely delivered here. You will see that the men transferred or recruited be duly examined and passed by the medical officer of the Navy, who is hereby directed to perform that service, and for that purpose Assistant Surgeon C. M. Parker, C. S. Navy, is directed to report to you.

You will please cause this order to be executed as effectually and promptly as possible, and return with Assistant Surgeon C. M. Parker, C. S. Navy, to this place.

You will please exercise a rigid economy in the necessary expenditures on this service.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant W. W. CARNES, C. S. Navy.

P. S.—Should you find it necessary toward facilitating your duties you are authorized to exhibit my instructions in relation thereto, a copy of which is herewith furnished you.

W. W. H., C. S. Navy.

Report of Flag-Officer Hunter, C. S. Navy, responding to enquiry regarding passages to sea for vessels from Savannah.

SAVANNAH, *April 2, 1864.*

I had the honor to receive your telegram of yesterday, which I answered forthwith. As a more full response seems proper, I would respectfully state that there are two passages to sea from Savannah for a vessel of 14 feet draft of water, one by Fort Pulaski and the other by Wassaw Sound. That by Fort Pulaski is at all stages of the tide available, but within short range of the fort.

The other, by Wassaw Sound, is only available for 14 feet draft of water during spring tides, and should not be attempted except on a dark night.

A vessel drawing 8 feet water can pass seaward by Wassaw Sound at all times of the tide.

To pass seaward by Fort Pulaski it will be necessary to open a passage in the obstructions, which are now closed. This would be attended with considerable labor and expense.

Notwithstanding there is no part of the Atlantic coast which may be more effectually blockaded than Savannah with the means available to the enemy, especially if they be apprised of an attempt to pass it, I believe that a really fast propeller of suitable draft of water could get safely to sea from Savannah.

I am, very respectfully,

WM. W. HUNTER.

Hon. S. R. MALLORY,
Secretary of the Navy.

Confidential circular from General Beauregard, C. S. Army, for the protection of two torpedo boats en route from Charleston to Ashepoo.*

HDQRS. DEPT. OF S. C., GA., AND FLA.,
Charleston, S. C., April 4, 1864.

GENERAL: Two torpedo boats will leave the city probably on Wednesday next and proceed by the Stono and inland waters to Ashepoo. It will be necessary to warn all guards, sentries, and pickets in your district not to fire upon or impede them. At night their signal will be two flashes of a white light succeeding one another.

Respectfully, your obedient servant,

H. WEMYSS FEILDEN,
Captain and Assistant Adjutant-General.

Brigadier-General H. A. WISE,
Commanding Sixth Military District.

Report of Major Jenkins, C. S. Army, giving picket observations.

HEADQUARTERS THIRD SUB-DISTRICT,
John's Island, South Carolina, April 7, 1864.

CAPTAIN: A few men landed yesterday at Legaréville from the gunboat. The picket house at that place was struck in three places by the enemy's shells. One steamer went out to-day and another came in. There are 4 steamers, 7 schooners, 2 gunboats, and 1 brig in the Stono and Folly rivers. One gunboat is in the North Edisto River.

Respectfully,

JOHN JENKINS,
Major, Commanding Third Sub-District.

Captain JAMES H. PEARCE,
Assistant Adjutant-General.

[Telegram.]

ROYALL'S HOUSE, *April 8, 1864.*

Two of torpedo boats have been obliged to return, owing to derangement of engines. "David" has gone through.

A. R. CHISOLM,
Aid-de-Camp.

General BEAUREGARD.

Report of Commander Pinkney, C. S. Navy, regarding the readiness for service of the C. S. ironclad Savannah.

C. S. S. SAVANNAH, *April 12, 1864.*

SIR: This vessel is ready to resume her berth down the river.

I am, very respectfully, your obedient servant,

R. F. PINKNEY,
Commander.

Flag-Officer W. W. HUNTER,
Commanding Naval Forces Afloat.

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* See also official Records of the Union and Confederate Armies in the War of the Rebellion, Series I, Volume XXXV, Part II, p. 406.

[Telegram.]

RICHMOND, *April 12, 1864.*

Detach Commander Pinkney from the command of the *Savannah* and order him to proceed to Halifax, N. C., without delay, where further orders will await him.

JNO. K. MITCHELL,
Commander in Charge.

Flag-Officer W. W. HUNTER, C. S. Navy.

Order of Flag-Officer Hunter, C. S. Navy, to Commander Pinkney, C. S. Navy, detaching him from the C. S. ironclad Savannah.

SAVANNAH, *April 12, 1864.*

You are hereby detached from the command of the Confederate steamer *Savannah*, and will proceed without delay to Halifax, N. C., where further orders from the honorable Navy Department will await you.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander R. F. PINKNEY, C. S. Navy.

Letter from Flag-Officer Hunter, C. S. Navy, to the Chief of Office of Ordnance and Hydrography, requesting the transfer of Dahlgren gun.

SAVANNAH, *April 12, 1864.*

Major-General J. F. Gilmer, C. S. Army, commanding at this place, has applied to me for a IX-inch Dahlgren gun now on board the Confederate steamer *Georgia* to place in battery on shore. The *Georgia* is a fixture, without the power of locomotion, and the gun alluded to can not be used on board of her to bear on the obstructions guarded by the *Georgia*.

I believe that the gun would be much more usefully applied in battery on shore.

If you sanction the transfer, for temporary use, to the army, of said gun, I will acquaint Major-General J. F. Gilmer.

The necessary work to place the gun in battery on shore calls for a prompt decision in relation thereto.

I am, respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander J. M. BROOKE, C. S. Navy,
Office of Ordnance, etc.

Report of Lieutenant Carnes, C. S. Navy, in charge of men transferred from the Army of the Tennessee for service on naval vessels.

ATLANTA, GA., *April 13, 1864.*

SIR: I have succeeded in getting the 170 men called for in the order which I carried to the Army of the Tennessee, and have arrived at this

place with the greater part of them. A few that were left behind are expected up to-night.

I found at Dalton an officer from Columbus with an order from the honorable Secretary of the Navy for 70 of the men, which number I sent under his charge to Columbus this morning.

I leave this place with the men for the Savannah squadron.

* * * * * * *

I have found the trains very much crowded, and until we reach Macon will ship the men on the freight train. This I can not do from Macon to Savannah, as the freight train is two days on the road between those places.

I will be obliged to ship the men in detachments from Macon to Savannah, and will send as many at a time as I can conveniently.

The first detachment will reach Savannah on Friday morning under charge of Assistant Surgeon Parker, to whose care I commit this letter.

I shall send the men through as rapidly as possible, and will myself leave for Savannah with the rest of them. On account of the obstacles thrown in my way by commanding officers, all the men could not leave Dalton at the same time, and as General Johnston could [not] furnish a guard, I fear the men will become somewhat scattered; but I think I will bring up the last of them with me in a day or two.

As a general thing, the men are very good men; some of them are remarkably good men, and some very fine sailors. They are all reliable as far as patriotism and courage are concerned, for they have been well tried in the Army.

I am, sir, respectfully, your obedient servant,

W. W. CARNES.

Flag-Officer W. W. HUNTER, C. S. Navy.

Report of Major Jenkins, C. S. Army, giving picket observations.

HEADQUARTERS THIRD SUB-DISTRICT,
John's Island, South Carolina, April 14, 1864.

CAPTAIN: At 1 o'clock 4 boats with 75 men and a rifled gun came up to Legaréville and landed at Brown's Island. They fired 20 shells, 7 of them striking one of the houses in the village. They remained until 3:30 o'clock, when they left. At 10:30 a steamer towed a schooner out, going north. The enemy had been working on a road at Horse Island with handbarrows. There are 2 gunboats, 2 river steamers, 1 brig, and 6 schooners in the Stono and Folly rivers. One gunboat is in the North Edisto River.

Respectfully,

JOHN JENKINS,
Major, Commanding Third Sub-District.

Captain JAMES H. PEARCE,
Assistant Adjutant-General.

Letter from General Beauregard, C. S. Army, to Brigadier-General Taliaferro, C. S. Army, regarding instructions given for the placing of torpedoes in the Stono River.

HDQRS. DEPT. OF S. C., GA., AND FLA.,
Charleston, S. C., April 17, 1864.

GENERAL: I am directed by the commanding general to inform you that instructions have been given the engineer department to have torpedoes again placed in the Stono, and to have the raft thrown across the river, as requested in your letter of the 16th instant.

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Respectfully, general, your obedient servant,

JNO. M. OTEY,
Assistant Adjutant-General.

Brigadier-General W. B. TALIAFERRO.

Letter from Brigadier-General Mercer, C. S. Army, to Flag-Officer Hunter, C. S. Navy, requesting increased cooperation in the defense of the Savannah River.

HEADQUARTERS MILITARY DISTRICT OF GEORGIA,
Savannah, April 20, 1864.

SIR: I beg to call your attention to the defenseless condition of the Savannah River below the obstructions. With the force at my disposal for the Savannah River batteries, and the very heavy picket and guard duty devolving on them, it is impossible to keep such pickets on the river as is desirable. At present the enemy could seize Elba Island or tamper with the obstructions in either North or South Channel with impunity almost. I am informed that the force under your command has recently been increased by a number of men taken from the Army, and I beg to know if you can not keep two guard boats out at night below the obstructions, one in North Channel and one in South Channel. If you can do so, it would very materially add to the security of our position upon the river.

I desire also to ask if the *Savannah* can not resume her position near the batteries. The flooded condition of Smith's Island has compelled the removal of the garrison of Battery Lawton, leaving a picket only. The presence of the *Savannah* would add much to the security of the land forces.

Very respectfully, your obedient servant,

H. W. MERCER,
Brigadier-General, Commanding.

Commodore HUNTER,
Commanding Naval Forces Afloat, Savannah, Ga.

Letter from Flag-Officer Hunter, C. S. Navy, to Brigadier-General Mercer, C. S. Army, stating his inability to increase the naval force in the Savannah River.

SAVANNAH, *April 21, 1864.*

In reply to your letter of the 20th instant, requesting me to double the guard boats picketing the Savannah River and cause the Confederate steamer *Savannah* to resume her position near the batteries, I

would state that I have neither the boats nor officers sufficient to double the guard boats—scarcely a sufficient number to execute the requisite watch duty on board the vessels and present guard-boat picket duty. The picket boat is charged to take a position to observe both the North and South channels. The desertions of two boats' crews to the enemy require two officers in each guard boat.

So soon as a commander to the *Savannah* joins her in place of Commander R. F. Pinkney, recently detached, that vessel will resume her former position near the batteries.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Brigadier-General H. W. MERCER, C. S. Army,
Commanding Military Forces, Savannah.

Report of Major Jenkins, giving picket observations.

HEADQUARTERS THIRD SUB-DISTRICT,
John's Island, South Carolina, April 21, 1864.

CAPTAIN: At 11:30 a. m. a transport and gunboat went up the Kiawah River. About 300 of the enemy landed at Mrs. Neyles' place on the Kiawah, driving our pickets before them across the Aberpoolie Creek, where they made a stand. The enemy approached on the other side of the creek, when the pickets fired 14 shots, killing 1 and wounding others. At the same time a gunboat came up the Stono and fired two shells, both of which struck the picket house at Legaréville. The enemy retreated soon after, being fired into by the pickets, some by the way of Legaréville and the others by Mrs. Neyles'. At sunset the gunboat and transport returned to their usual anchorage.

Respectfully,

JOHN JENKINS,
Major, Commanding Third Military Sub-District.

Captain JAMES H. PEARCE,
Assistant Adjutant-General.

Order from the Secretary of the Navy to Flag-Officer Hunter, C. S. Navy, to furnish information regarding men needed for the vessels.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, Va., April 24, 1864.

SIR: Please inform the Department whether you have a sufficiency of men for all the naval vessels under your command, including the new gunboat *Ogeechee*, now fitting; and if not, to state your deficiencies.

By command of the Secretary of the Navy:

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Commander in Charge.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding, etc., Savannah, Ga.

Letter from Flag-Officer Hunter, C. S. Navy, to Captain McCrady, C. S. Army, replying to request for the services of steamer Resolute.

SAVANNAH, *April 25, 1864.*

CAPTAIN: In reply to your request of the 23d instant for the steamer *Resolute* to aid you in removing some obstructions in the channel adjacent Savannah, I would state that the *Resolute* is now employed in place of the *Firefly*, repairing.

In a few days she will be at your service for the duty alluded to. The *Resolute* has no gearing or ropes or chains which may be required for the service. If you will furnish these, with a day's notice to me of the time you will require her, I will cheerfully place her at your service.

I am, respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Captain JOHN MCCRADY,
Chief Engineer, State of Georgia.

Order of the Secretary of the Navy to Flag-Officer Hunter, C. S. Navy, forwarding copy of telegram suspending order regarding men detailed from the Army.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, Va., April 26, 1864.

SIR: The following telegram was sent to you this day:

The War Department has suspended for ten days the order to take from you the men detailed from the Army, so as to give you time to make your application for those men whom you deem essentially necessary for the public interests.

By command of the Secretary of the Navy:

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Commander in Charge.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding, etc., Savannah, Ga.

Letter from Major-General Gilmer, C. S. Army, to Flag-Officer Hunter, C. S. Navy, requesting assistance in the defense of the Savannah River.

Confidential.] HEADQUARTERS,
Savannah, April 26, 1864.

CAPTAIN: To reinforce the armies of Northern Virginia and Tennessee the Government has found it necessary to withdraw a large part of the land forces stationed at important points along our Southern coast. The strength of my command under this necessity has been much reduced, and I now appeal to you for such assistance as may be in your power in defending and guarding the Savannah River. The garrisons at the river batteries have been so much weakened that the force is insufficient to guard the various points and avenues which should be carefully watched.

In this emergency, can you place the *Savannah* and the gunboat *Sampson* near the obstructions at the head of Elba Island, and station two picket boats to row guard, one in the main Ship Channel and the other in the South Channel of the Savannah River?

As the rice fields adjacent to Fort Jackson and Mackey's Point are not now in cultivation, it is hoped that the important service which I request can be performed, or at least for a time, without serious damage to the health of your command.

As the troops are about to move, will you favor me with an early reply?

I am, captain, very respectfully, your obedient servant,

J. F. GILMER,
Major-General, Commanding.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding Afloat, Savannah.

Letter from Flag-Officer Hunter, C. S. Navy, to Major-General Gilmer, C. S. Army, acceding to his request for cooperation in the defense of Savannah River.

SAVANNAH, *April 27, 1864.*

I have the honor to acknowledge the receipt of your letter of the 26th instant. In reply I would state that, to the extent of my means, I will do all in my power to acquiesce in your suggestions touching the defense of the water approaches to Savannah.

Having a few days since received a letter from Brigadier-General H. W. Mercer, Provisional Army, C. S., of similar import with yours of the 27th instant, I herewith transmit you a copy of my reply thereto. Your request that the *Sampson* may be assigned to a position which you designate, together with the request from Captain John McCrady, chief engineer, under your command, for the services of the *Resolute*, embraces the services of every vessel and boat under my command, except that of the tender *Firefly*, now undergoing repairs.

The equipment of the new gunboat *Ogeechee*, now fitting out at Savannah, requires the aid of working parties from the *Savannah*. Could that vessel be in her vicinity for a short period, it would facilitate her equipment and add another vessel to the squadron. I will place the *Sampson* forthwith near the obstructions at the head of Elba Island, and also the *Savannah* so soon as a commander joins her in place of her late commander, who has been detached, and the services of her crew complete the mounting of the battery of the *Ogeechee*. I have neither boats nor officers to increase the picket guard-boat duty and keep the required watches on board their vessels.

The present guard boat is charged to watch both the North and South channels near the obstructions. I require the services of one steamer to tow lighters from time to time up the Savannah River to keep my vessels supplied with fuel. Our supply of coal being cut off, I am instructed to burn wood in the movement of the steamers and keep the small quantity of coal now on board the vessels as a reserve in case of an emergency, when wood might not be available at the moment.

I have gone thus far in stating the condition of my command, believing that all matters pertaining to the defenses of Savannah should be fully represented to you.

I am, general, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Major-General J. F. GILMER, Provisional Army, C. S.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Mills, C. S. Navy, commanding C. S. S. Sampson, to proceed to duty in guarding the water approaches to Savannah.

SAVANNAH, *April 27, 1864.*

You will proceed with the Confederate steamer *Sampson* under your command to or near the late anchorage of the Confederate steamer *Savannah*, near the head of Elba Island, and near the obstructions. You will be vigilant in guarding the water approaches to Savannah in the neighborhood of your anchorage, and also against any surprise from the enemy. You will keep a necessary supply of fuel for all purposes of locomotion, and be very vigilant in relation to the care of your boats and that no deserting take place from your vessel. In short, relying on your discretion and vigilance,

I am, respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

[Lieutenant T. B. MILLS, C. S. Navy,
Commanding C. S. S. Sampson.]

P. S.—The watchwords and paroles you will obtain from the commanding officer of the *Savannah*, for which this is your authority; these are to be carefully and confidentially kept by you, and not to be imparted except on requisite official occasions.

Report of Flag-Officer Hunter, C. S. Navy, replying to the Department's enquiry as to a sufficiency of men for the naval vessels.

SAVANNAH, *April 29, 1864.*

In reply to your order of the 24th instant, directing me "to inform the Department if I have a sufficiency of men for all the naval vessels under my command, including the new gunboat *Ogeechee* now fitting out; and if not, to state the deficiency," I have to state that I have supernumeraries, 6 seamen, 22 ordinary seamen; landsmen, 26; total, 56. Flag-Officer Josiah Tattnall has furnished me with a statement of the crew required for the *Ogeechee*, which embraces 61 men, exclusive of 15 marines. I have therefore men enough to man the *Ogeechee*, less 5, exclusive of marines.

The other vessels of the squadron have each their complements of men. I occasionally get a man for the naval service; I believe therefore that the small deficiency to man the squadron can be made up here by enlistments.

The insalubrious positions, where our chief duties are, admonish that we may expect a considerable diminution from our numbers, and that I should employ every effort to obtain men to meet that contingency. In this relation I would ask your attention to my former applications for medical officers to supply the deficiency now in the squadron.

I am, respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander J. K. MITCHELL, C. S. Navy,
Office of Orders and Detail.

Extract from report of the Secretary of the Navy, dated April 30, 1864.

VESSELS IN COMMISSION.

Pedee River, South Carolina.

Peedee, steam gunboat, 3 guns, Lieutenant O. F. Johnston.

Charleston Harbor, under command of Flag-Officer J. R. Tucker.

Chicora, ironclad sloop, 4 guns, Commander T. T. Hunter.
Charleston, ironclad sloop, 4 guns, Commander I. N. Brown.
Palmetto State, ironclad sloop, 4 guns, Lieutenant J. H. Rochelle.

Savannah River, under command of Flag-Officer W. W. Hunter.

Savannah, ironclad sloop, 4 guns, Commander T. W. Brent.
Georgia, ironclad floating battery, 4 guns, Lieutenant W. Gwathmey.
Isondiga, steam gunboat, 2 guns, Lieutenant H. H. Dalton.
Macon, steam gunboat, 6 guns, Lieutenant J. S. Kennard.
Sampson, steam gunboat, 1 gun, Lieutenant T. B. Mills.

VESSELS UNDER CONSTRUCTION.

At Charleston, S. C.

The new ironclad sloop *Columbia*, with 4 guns, is nearly ready to go into commission, her battery being on board.

The hulls of two others are ready for their armor.

At Mars Bluff, Pedee River, S. C.

The steam sloop *Peedee*, with 4 heavy guns, has been completed and placed in commission.

A steam tender and a torpedo boat are being built.

At Savannah, Ga.

Two ironclad sloops in readiness for their armor, one of them launched and machinery for both ready.

At Pedee River Bridge.

A wooden gunboat has just been completed, with two propellers. This is a good vessel and makes 9 miles speed. Her engines were

built at the Naval Iron Works at Richmond, and are not of sufficient power for greater speed, having been provided for a smaller vessel at first, which circumstances prevented the building of. She mounts a battery of 5 guns, 3 of which are mounted on pivots; also, on the stocks a small side-wheel steamer intended for a transport in the Pedee River for grain and other provisions for the Government use and other necessary purposes. The machinery of this vessel has been provided for.

There is also being built at this yard a torpedo boat. This station has been of much use lately in filling requisitions for timber for the new steamer at Wilmington, which has been supplied from the yard at that place.

At Charleston, S. C.

An ironclad steamer, of good model and of sufficient power, is nearly completed and will be ready in a few days. She has a citadel which is plated with an armor 6 inches thick and mounts 6 guns. The engines were new, and were also built at the Naval Iron Works at Columbus. Good speed is expected from this vessel.

There are also two other first-class steamers at this place, the woodwork of both being nearly finished, but there is no iron available to put their armor on. The engines of these vessels are new and of sufficient power to insure good speed. They are being provided also at the C. S. Naval Iron Works at Columbus and are in a state of forwardness.

These vessels have short citadels and will be covered with an armor of iron 6 inches thick, under which they will mount 4 heavy guns each. One of these vessels has been launched and moved out of range of the enemy's shells, and the other is ready for launching; propeller and shaft in place, etc.

At Savannah, Ga.

At Willink's yard an ironclad is ready for launching. This vessel will have good steam power, with a short citadel, plated with 6 inches of iron armor, under which 4 guns will be mounted. The engines are on board and built by Chief Engineer Warner, also at the Columbus Naval Iron Works. There is enough iron on hand to enable them to launch the steamer, but not sufficient to complete her armor. At Krenson & Hawkes' yard another ironclad is on the stocks and ready for launching. This vessel will also have good steam power and be plated with armor 6 inches thick, and mounts 4 heavy guns; but there is no iron available for the armor of these vessels at present. A wooden gunboat has also been recently completed, mounting 6 guns, on this station.

Order of General Beauregard, C. S. Army, to Brigadier-General Wise, C. S. Army, regarding the movements of Confederate torpedo boats.

HDQRS. DEPT. OF S. C., GA., AND FLA.,
Charleston, S. C., May 1, 1864.

GENERAL: I am instructed by the major-general commanding to inform you that three army torpedo boats, under the control of Mr. Theodore Stoney, leave this city to-morrow by inland navigation for

operations against the enemy's fleet in the waters of Port Royal. Please give the necessary instructions to your guards and pickets to permit these boats to pass. Their signal at night will be two flashes of a white light.

Respectfully, your obedient servant,

H. W. FEILDEN,
Captain and Assistant Adjutant-General.

Brigadier-General H. A. WISE,
Commanding Sixth Military District, Adams Run, S. C.

Report of Flag-Officer Hunter, C. S. Navy, regarding the desertion of four men from the C. S. S. Resolute.

SAVANNAH, *May 6, 1864.*

I have to report the desertion of William Bell (landsman), Patrick Martin (first-class fireman), John Connelly (ordinary seaman), and Joseph Moore (officer's steward), all of the Confederate steamer *Resolute*, on the 1st of May, 1864. These men are all, with the exception of Moore, of Irish birth, and were in concert with other Irishmen, in all eleven, composed of citizens and soldiers, who had stolen a boat from the army and were on their way to the enemy. Moore (who is an Indian by a white man), officer's steward, abandoned the party and returned with some stolen oars from the *Resolute* and gave himself up. Patrick Martin has been apprehended, who, with Moore, is now in confinement. I am taking every means to apprehend William Bell and John Connelly, who are yet at large. Expecting to be able to apprehend the two last-named deserters presently, I will transmit you the date, on which to base charges against the deserters alluded to, in a day or two. I would ask the consideration of the honorable Navy Department to the fact that the two guard boats' crews who deserted from this squadron, who overpowered their officers and delivered officers, boats, arms, and themselves to the enemy, were, with scarcely an exception, of Irish and English birth.

A few grave examples of punishment, early administered, I feel assured, would have, in a great degree, prevented these acts. A like example seems much to be required now, both on the score of interest to our cause and true mercy.

The serious and treasonable offenses of attempting to desert to the enemy, more especially at this time, when our troops have been largely withdrawn from the defenses of Savannah, present a fitting occasion for the example alluded to.

I am, respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander J. K. MITCHELL, C. S. Navy,
Office of Orders and Detail.

Report of Lieutenant Dalton, C. S. Navy, suggesting an attack upon the enemy's shipping in the Savannah River.

C. S. S. SAVANNAH, *May 12, 1864.*

SIR: I desire to make a few suggestions, which I hope you will pardon me in making, as they are purely of a confidential character, relat-

ing to an article that appeared in the Republican of this morning. That article refers to the achievements of the Navy at other points and calls upon us at Savannah to stir up our strength. I wish to say in the first place that I do not allow newspaper editors (who imagine themselves generals and admirals) to influence my views or ideas concerning duty, but, upon reflection, I have come to the conclusion that with the *Savannah* we could inflict some damage upon the enemy's shipping. The time seems peculiarly favorable now, when most of the forces and ironclads of the enemy have been withdrawn for the attack upon Richmond.

The way I propose to accomplish anything is this: To get the signal corps to inform us when the enemy's vessels make their appearance in Ossabaw or Wassaw sounds, their number, strength, position, etc. As soon as this is known, to get up steam and go down just below the Thunderbolt obstructions to a point called Turner's Rocks; lie there with banked fires till near daybreak the next morning, when steam would be raised, and at daylight pounce down upon them unawares, butt the first one, and then go on after the second, to try to capture her, but, if not possible, to disable her at the least.

In order to carry out this project successfully, I would respectfully recommend that another pilot be procured so as to be on hand when wanted to assist Moses Dallas, who understands those sounds very well. I think the plan a very feasible one and easily managed, without one-half the danger that attended the *Atlanta*, which vessel drew 4 feet more water than this one, and besides she went out of the channel to attack the enemy.

We could also carry the *Isondiga* and *Sampson* along with us, the latter vessel to tow up a prize in case we captured one.

I throw out these suggestions for your consideration, hoping that you will think favorably of them and permit me to make the attempt. Even if we were unsuccessful in the trip, we would frighten off the blockaders, and thus allow our vessels to run the blockade more safely than heretofore.

Very respectfully, etc.,

H. H. DALTON,
First Lieutenant, Commanding.

Flag-Officer W. W. HUNTER.

Letter from Flag-Officer Hunter, C. S. Navy, to Lieutenant Dalton, C. S. Navy, replying to suggestion of the latter regarding operations against the enemy.

SAVANNAH, *May 13, 1864.*

I have received your letter of this day's date, marked confidential, which shall be so held by me. In reply I would remark that any disposition which may suggest itself to you hereafter touching the operation of the squadron under my command had better be made in person, because of the difficulty of clearly discriminating what is and what is not official when committed to writing, though marked confidential. Whilst I commend your laudable zeal toward the object to which you have alluded, as well as your disavowal of any influence occasioned by an article in a Savannah newspaper of this day, to which you allude, I may doubtless be much enlightened in relation to the

official obligations devolving on me should you be pleased to impart in person your special views of the best disposition of my command at the present time.

I am, respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant H. H. DALTON, C. S. Navy.

Report of Captain Mitchel, C. S. Army, regarding the bombardment of Fort Sumter.

FORT SUMTER, *May 14, 1864—8 p. m.*

The number of shots fired at fort to-day is as follows: From monitors, 70, of which 46 struck; Parrott guns on land, 177, of which 160 struck; columbiads, 98, of which 83 struck; mortars, 2, none struck. Total fired from 8 a. m. to 7 p. m., 347, of which 289 struck. The fire from land guns became rapid at 9 a. m. The first monitor came in at 10, the second half an hour later; the second retired at 12:30 p. m., the first at 3. Firing from guns has ceased, that from mortars commenced. One monitor was seen moving southward over the bar this afternoon; she is not one of those engaged either yesterday or to-day. One negro slightly wounded in the leg this afternoon.

Very respectfully, your obedient servant,

J. C. MITCHEL,
Captain, Commanding.

Lieutenant S. C. BOYLSTON,
Acting Assistant Adjutant-General.

Report of Captain Mitchel, C. S. Army, regarding bombardment of Fort Sumter by the enemy's monitors.

FORT SUMTER, *May 16, 1864—1 p. m*

Very pretty little engagement just terminated. At 11:15 a. m. two monitors moved up and opened fire on east angle and face. Sullivan's Island immediately replied, and after an hour's sharp fire drove them both off. Each of them was struck several times, and one evidently seriously injured; pilothouse torn to ribbons. On leaving both showed as signal pennant colored white, red, and white. The usual slow fire from Morris Island has been resumed. No one hurt and no damage done.

J. C. MITCHEL,
Captain, Commanding.

Lieutenant S. C. BOYLSTON,
Acting Assistant Adjutant-General.

Letter from Major-General Jones, C. S. Army, to Flag-Officer Tucker, C. S. Navy, requesting cooperation of naval forces in the defense of Charleston.

HDQRS. DEPT. OF S. C., GA., AND FLA.,
Charleston, S. C., May 18, 1864.

SIR: Under urgent calls from the War Department, I have been obliged to send off all my available troops to Virginia. The garrisons in the batteries surrounding the harbor are consequently reduced to

such an extent that I can not muster sufficient men to man all the guns in position. Under these circumstances, I am induced to ask you to render me all the assistance and cooperation that lie in your power, and to request that you will make such arrangements as may insure the safety of the harbor by calling upon the officers and men under your command to exercise increased vigilance and extra exertions in their duties. To show you how pressing I consider the exigencies of the occasion, I have this afternoon ordered a battalion composed of detailed men (including all the clerks in my headquarters) to James Island, now without any infantry garrison. I beg you will regard this as strictly confidential.

Respectfully, your obedient servant,

SAM JONES,
Major-General.

Flag-Officer TUCKER,
Commandant C. S. Naval Forces Afloat, Charleston, S. C.

Order of Flag-Officer Hunter, C. S. Navy, to Acting Master's Mate Skinner, C. S. Navy, to assume temporary command of the C. S. S. Firefly.

SAVANNAH, *May 25, 1864.*

You are hereby temporarily detached from the Confederate steamer *Isondiga*, and will relieve Master's Mate Samuel F. Hebbard in command of the Confederate steamer *Firefly* till his health will enable him to resume his command.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Master's Mate E. W. SKINNER, C. S. Navy.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Mills, C. S. Navy, commanding C. S. S. Sampson, to assume a position for the protection of the obstructions in Savannah River

SAVANNAH, *June 3, 1864.*

At the very earliest moment which the *Sampson*, under your command, is ready for service, you will proceed with her to a position from which you can command the line from Mackey's Point to Battery Lee, about 500 yards from the obstructions near the late anchorage of the Confederate steamer *Savannah*. Be vigilant and at all times on your guard to use your battery on the place designated and also for the defense of the obstructions.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant T. B. MILLS, C. S. Navy,
Commanding C. S. S. Sampson.

Letter from Major-General McLaws, C. S. Army, to Flag-Officer Hunter, C. S. Navy, forwarding telegraphic reports.

HEADQUARTERS,
Savannah, June 5, 1864.

COMMODORE: I send you the telegraph reports received this morning. I hope the *Water Witch* is out of sight, as the enemy are evidently looking for her.

Very truly, etc.,

L. MCLAWS,
Major-General.

Commodore HUNTER,
Flag-Officer, etc., Savannah, Ga.

[Telegram.]

BEAULIEU, [GA.], *June 5, 1864.*

The tug, or ironclad, and one gunboat have come in through Hell Gate and are maneuvering in Green Island Sound.

Respectfully,

C. R. HANLEITER,
Captain, etc.

Lieutenant J. HUNTER,
Acting Assistant Adjutant-General.

[Telegram.]

SAVANNAH, *June 5, 1864.*

I will be with you at White Bluff to-morrow morning. The enemy is looking for the *Water Witch*. He must not get her. Exercise your discretion in all matters. Allow no pilfering. Save all or destroy all. The latter, when nothing better can be done.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant W. W. CARNES, C. S. Navy,
White Bluff, [Ga.].

Letter from Savannah agents for the War Department to Flag-Officer Hunter, C. S. Navy, requesting assistance in dispatching the schooner Mary Agnes.

AGENCY OF THE WAR DEPARTMENT,
Savannah, June 6, 1864.

COMMODORE: The schooner *Mary Agnes*, Captain James K. Reilly, loaded at this port with cotton, one-half for account of the Confederate States and the other half on account of the State of Georgia, and now ready for sea, may require some assistance at your hands in order to enable her to go out with safety and dispatch. If such be the case, will you do us the kindness, upon Captain Reilly's request, to order

one of the steamers under your command to render her such assistance as may be necessary to accomplish that desirable object?

We have the honor to be, sir, very respectfully, your obedient servants,

ERWIN & HARDEE,
Assistant Agents, War Department.

Commodore WM. W. HUNTER,
Flag-Officer, Commanding Afloat, Savannah, Ga.

Report of Flag-Officer Hunter, C. S. Navy, regarding naval demonstrations by the enemy.

SAVANNAH, *June 7, 1864.*

Since the capture of the *Water Witch* the enemy are making demonstrations in her neighborhood with a formidable naval force, doubtless with a view to recapture her. I have been so much occupied in relation to this matter as to have been unable to transmit a full written report of this most brilliant affair. I will do so at the earliest moment I can collect all the circumstances connected with it.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Captain S. S. LEE, C. S. Navy,
Captain in Charge.

[Telegram.]

SAVANNAH, *June 7, 1864.*

Get down your topmasts; save all the rope and line; you will be less conspicuous.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant W. W. CARNES, C. S. Navy,
White Bluff.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Carnes, C. S. Navy, commanding prize steamer Water Witch.

SAVANNAH, *June 8, 1864.*

I desired that the topmasts of the *Water Witch* should be got down, to more perfectly mask her position. Lower her gaffs on deck, and keep her running rigging rove, except that pertaining to the sails, which unreeve and send up. I will send you a stage and forty or fifty bags to unload the coal. The coal must be safely kept, as we can obtain no more, and it is for her future use. Keep quite enough on board to be quite sure that it will be sufficient to bring her to this place by steam and one day's supply additional.

For your information and guidance I have to inform you that the moment the *Water Witch* was in our possession no officer or man had

any private stores, mess or otherwise, belonging to them, and therefore had no authority to give or otherwise dispose of any.

Keep the machinery in order and two weeks' provisions for the number of persons you have on board; send the remainder up to this place. I expect to be able to get the vessel to Savannah. Inform me as well, and as soon as you can, what will be her draft of water precisely when you have lightened her. To your discretion, zeal, and officer-like qualities, I hope to be able to attribute the safe custody of the vessel and all apparel and equipment. If you accomplish this you will be a large participant of this brilliant and creditable affair.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant W. W. CARNES, C. S. Navy,
In Charge of Prize Water Witch, White Bluff.

Report of Flag-Officer Hunter, C. S. Navy, forwarding paper captured in the U. S. S. Water Witch.

SAVANNAH, *June 8, 1864.*

Herewith is a paper* from among those captured in the *Water Witch*, being an official correction or alteration of the signals of the enemy.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Captain S. S. LEE, C. S. Navy,
Captain in Charge.

P. S.—I have just found also in the order book of the *Water Witch* the accompanying printed description of signal flags of recognition agreed upon between the Confederate steamers *Alabama* and *Florida*.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Carnes, C. S. Navy, commanding prize steamer Water Witch, regarding the passage of the vessel to Savannah, Ga.

Confidential.—Solely for your own information.]

SAVANNAH, *June 9, 1864.*

It is proper that you should understand my intention in relation to the *Water Witch*, that you may intelligibly conduct your duties with regard to her. It is my desire to have her brought to Savannah by the most safe channel. To effect that end, say through Skiddaway Narrows, or such other passage as may be found most advisable. For this purpose it is desirable to lighten her as much as possible, both with a view to save her apparel, stores, etc., by having these conveyed safely to Savannah by wagons and to lighten the vessel. Discharge her coal, reserving fuel for forty-eight hours' steaming, which latter keep on board. Keep the machinery in good working order and sufficient oil for three days' steaming. Take good care of the boats,

*Not found.

oars, etc., belonging to these. Keep powder enough to blow her up—say 100 pounds—in the event the enemy may be enabled to recapture her. Be in readiness to set fire to her effectually in the event just stated. On no account allow the enemy to get her again in their possession; but do not destroy her if it be not indispensable. In the event of the enemy attacking you in overwhelming force save your officers and men as best you may, with all the small arms, and if possible the boats. In short, prepare the vessel to be brought to Savannah as well and as soon as you can. Exercise your best judgment and efforts, being governed by circumstances and these views.

I am, respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant W. W. CARNES, C. S. Navy,
White Bluff, in Charge of Prize steamer Water Witch.

P. S.—The anthracite coal is of the greatest value to us for the torpedoes. Land the coal from whence it may readily [be] transported to this place in wagons.

W. W. H., C. S. Navy.

P. P. S.—Do not strip the lower rigging, but get gaffs and topmasts on deck; do not fly any ensign or colors, and take every precaution to prevent the vessel being seen at a great distance.

Send Boatswain Robert McCalla, C. S. Navy, to the *Savannah* as soon as you can spare him, and endeavor to let him join his vessel. The *Savannah* is now much needed.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Report of Lieutenant Carnes, C. S. Navy, relative to the stripping of the prize steamer Water Witch.

STEAMER WATER WITCH, *June 9, 1864.*

SIR: I have stripped the topmasts of this vessel and sent them down, also her gaffs. All the rigging, standing and running, was neatly made up and marked with canvas tallies. The rigging was sent ashore yesterday and the spars to-day. We sent up by the wagons to-day all the ammunition and the three light guns. The stage will be prepared this evening, and to-morrow morning we will be able to land the forward gun and the coal. In landing the coal I would like, if possible, to have more men. I have but 32 men all told, and they have been worked very hard for the last three days.

I would like to have the wagons again to-morrow, and the carrylog to move the bow gun to town.

I need Mr. McCalla's services very much, but I will try to send him in to-morrow evening. One of the officers from the *Savannah* to-day told me that he was absent from the vessel without authority, and Mr.

McCalla requests me to ask you to send the order detaching him to the *Savannah* so as to clear him for remaining here.

Very respectfully, etc.,

W. W. CARNES,
Lieutenant, C. S. Navy.

Flag-Officer W. W. HUNTER,
Commanding, etc.

P. S.—The engineer's log book shows that there are 45 tons of coal on board. The ship now draws 7 feet forward and about 8 feet 2 inches aft.

W. W. C.

Report of Flag-Officer Hunter, C. S. Navy, relative to the prize steamer Water Witch.

SAVANNAH, *June 9, 1864.*

The prize steamer *Water Witch* is in Vernon River, at a place called White Bluff. The enemy are watching her with from four to six sail. I am removing her apparel and hauling it to Savannah for the purpose of saving it, and lightening the vessel so as to enable me to bring her to Savannah by an inland passage; which, with the aid of the army, I am endeavoring to deepen sufficiently to enable her to pass through. The *Water Witch* has an excellent engine and a good battery. She would be a very valuable vessel on this station, and perhaps be suited for the object, which may have been designed by the honorable Secretary of the Navy, as indicated by his telegraphic enquiry to me in relation to a vessel suited to pass seaward from this place. The telegraph was dated April 1 and the reply by letter on the 2d of April, 1864.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Captain S. S. LEE, C. S. Navy,
Captain in Charge.

Letter from Flag-Officer Hunter, C. S. Navy, to Major-General McLaws, C. S. Army, requesting that an excavation be made for the passage to Savannah of the prize steamer Water Witch.

SAVANNAH, *June 13, 1864.*

In order to secure to the Government the services of a very valuable vessel, viz, the *Water Witch*, now lying at White Bluff, Vernon River, it is necessary to bring her to this place by an interior route. On consultation with Captain John McCrady, of the engineers, under your command, I learn that a short excavation to connect the head of Burnside River with Skiddaway River, near Long Island, would give the vessel a free passage to Savannah. The *Water Witch* is complete in her appointments and armament and would be a very valuable auxiliary to your defenses of Savannah. She also meets the description of a vessel contemplated by the honorable Navy Department, to be built for a specified and important purpose. I feel it therefore incumbent on me to use every effort to place her as soon as possible beyond

the reach of the enemy by removing her from the position which is doubtless alluring the enemy toward an effort for her recapture.

The required passage would prove a very valuable public improvement and well worth the labor of making it.

I would therefore most respectfully ask you (should you deem the object worthy the request) to assign the labor and direct the passage alluded to to be made at the earliest period.

I am, general, very respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Major-General L. McLAWS, Provisional Army, C. S.

Report of Lieutenant-Colonel Clarke, C. S. Army, regarding a reconnoissance with a view to opening a ship passage through Skiddaway Narrows, Wilmington River.

ENGINEER'S OFFICE,
Savannah, June 15, 1864.

CAPTAIN: I have the honor to state that an examination has been made for the purpose of ascertaining the practicability of opening a ship passage through Skiddaway Narrows, as directed by Major-General McLaws, particularly with a view to bringing the *Water Witch* from her present position by that route to Savannah, and beg leave to make the following report:

The excavation needed, if computed as dry earth, would require the labor of 200 hands one month and a half, but with the difficulty of water to contend with in the work it would probably be double that length of time before it could be finished.

This work being outside of our lines, would probably be much interfered with by the enemy, and many negroes would undoubtedly be lost.

As you are aware, the engineer department has now no force, and it will not be until the 1st of July that labor will be resumed by us, then very much needed in important works of defense. I may suggest that the vessel is now behind a strong battery, and with good land communication with Savannah. If it is ever desired to run her to sea, I do not think she could be more favorably situated for the adventure. The vessels blockading the sound could easily be run off or sunk to aid her escape.

Very respectfully, submitted.

JNO. J. CLARKE,
Lieutenant-Colonel and Chief Engineer.

Captain R. W. B. ELLIOTT,
Acting Adjutant.

Letter from Chief of Office of Orders and Detail to Flag-Officer Hunter, C. S. Navy, regarding officers and men assigned to the latter's command.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, Va., June 17, 1864.

SIR: Your two communications of the 10th instant, with papers found on board the *Water Witch*, have been received.

I have ordered you all the officers I can lay my hands upon, to be distributed to suit yourself, giving the command to the senior officer, if he be competent. Lieutenant Warley has been ordered to command the *Water Witch*.

Seventy-seven petty officers and men will be transferred from the *Chattahoochee*, at Columbus, Ga., to your command, and if you require more men you will state the number, and the grade of officers, so that I may fill up by degrees.

The name of the *Ogeechee* has been changed to *Macon*.

By command of the Secretary of the Navy:

I am, very respectfully, your obedient servant,

S. S. LEE,
Captain in Charge.

Flag-Officer W. W. HUNTER,
Commanding, etc., Savannah, Ga.

Letter from Major-General Jones, C. S. Army, to Flag-Officer Tucker, C. S. Navy, regarding the organization of the Charleston Naval Battalion.

HDQRS. DEPT. OF S. C., GA., AND FLA.,
Charleston, S. C., June 20, 1864.

The major-general commanding directs me to acknowledge the receipt of your communication* of the 18th, announcing the organization of the Charleston Naval Battalion. He will be very happy to have its assistance should circumstances render it necessary, and fully appreciates the cordial cooperation you have evinced in your efforts to add to the strength of the forces for the protection of the city from land attacks. It will afford him great pleasure to arm and equip the battalion as well as he can. He regrets that some of the smaller equipments can not be immediately supplied. The ordnance officer of the Department will be instructed to turn over the arms to the ordnance officer of the Navy.

Respectfully, etc., your obedient servant,

CHAS. S. STRINGFELLOW,
Assistant Adjutant-General.

Flag-Officer J. R. TUCKER,
Commanding, etc.

Letter from Flag-Officer Hunter, C. S. Navy, to Mr. Tucker, requesting his presence at a conference regarding the opening of a channel through Skiddaway Narrows.

SAVANNAH, *June 22, 1864.*

The very great need for service of the prize steamer *Water Witch* renders it imperative I should by all means in my power endeavor to get her safely to Savannah. In furtherance of this object, I would ask the benefit of your counsel, and to that end, should it not be too great a trespass on your politeness, I would ask you to attend me,

*Not found.

with Mr. Brown (pilot), and Mr. Oliveira, C. S. Navy, in an interview with the commanding general, L. McLaws, and Captain McCrady, of the Engineers, at Savannah, on Saturday evening next at 8 p. m. I will be at the Marshall House, Savannah, from 4 to 8 p. m. on that day.

The passage through Skiddaway Narrows is represented to me by you and others as feasible, and I desire to impress the commanding general, L. McLaws, that I may prevail on him to furnish the necessary labor to make the passage alluded to, which I learn will be a valuable public improvement for your locality.

With a grateful sense of the politeness I have already received from your family,

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

J. F. TUCKER,
White Bluff, [*Ga.*].

Report of Flag-Officer Hunter, C. S. Navy, responding to the Department's enquiry regarding deficiencies in complements of vessels.

SAVANNAH, *June 24, 1864.*

In reply to your letter of the 10th instant, received this day, directing me to inform your office, without delay, what deficiencies are, if any, of officers and men in the vessels of our squadron under my command, I would state there is no deficiency of men in the complement of vessels now under my command. There are supernumeraries in the squadron, designed to man the *Ogeechee*, not yet transferred to me, which will give her within 15 of her complement of crew. The complement of the *Water Witch* was 92, all told, in the U. S. service, exclusive of marines. I believe that the *Water Witch* will be rendered most efficient by giving her, all told, 100 persons; a statement of these, with their ratings, is herewith transmitted. These will be required in addition to those now under my command. The *Ogeechee* will require two lieutenants, a master, an assistant surgeon, a first assistant and one second assistant engineer, an officer to command the *Isondiga* in place of Lieutenant Commanding J. S. Kennard, ordered to the command of the *Ogeechee*, or an experienced lieutenant to take the place of Lieutenant H. H. Dalton, now first of the *Savannah*, who may be ordered to relieve Lieutenant Commanding J. S. Kennard, in command of the *Isondiga*.

This squadron has been stripped of its most experienced and best officers. I hope you will send me some lieutenants and passed midshipmen of experience and energy; with such I can make good use of them in this neighborhood.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Captain S. S. LEE, C. S. Navy,
Captain in Charge.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Warley, C. S. Navy, to assume command of the prize steamer Water Witch.

SAVANNAH, *June 27, 1864.*

You will proceed to the Confederate steamer *Water Witch*, near White Bluff, Vernon River, and assume command of her, relieving First Lieutenant W. W. Carnes. You will be prepared to destroy her should it become necessary to save her from recapture by the enemy. Receive from Lieutenant W. W. Carnes all information of the locality of your vessel touching a proper care for her, and also what directions given by me to Lieutenant W. W. Carnes in relation to the *Water Witch*. Exercise your best judgment in relation to all matters pertaining to the public interests of your command, and keep me informed in time to provide for your necessities.

I am, respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

First Lieutenant A. F. WARLEY, C. S. Navy,
Commanding Confederate Steamer Water Witch.

Report of Lieutenant Warley, C. S. Navy, awaiting instructions in relation to the prize steamer Water Witch.

C. S. S. WATER WITCH, *June 28, 1864.*

SIR: I enclose the report of the engineer in charge of the machinery of this vessel as to the condition of his department, and I also respectfully inform you that Lieutenant Carnes, in obedience to your order, has stripped the vessel of everything calculated to make her draw too much. Two boats are left, one anchor and chain, some few articles of cabin and wardroom furniture, galley utensils, etc. I find on board 7 men, 1 boy, and 1 servant, and provisions sufficient to last until the middle of July. I would recommend some arrangements by which we can receive fresh provisions at least twice a week. I have found no private property on board. If any stealing was done it happened before I came; there is little enough to be stolen now. Waiting your instructions,

I am, sir, very respectfully, your obedient servant,

A. F. WARLEY,
Lieutenant, Commanding.

Flag-Officer W. W. HUNTER,
Commanding Afloat, Savannah, Ga.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Dalton, C. S. Navy, to assume command of the C. S. S. Isondiga.

SAVANNAH, *June 30, 1864.*

You are hereby detached from the Confederate steamer *Savannah* and will relieve Lieutenant Commanding J. S. Kennard in command of the Confederate steamer *Isondiga*.

You will receive from Lieutenant Commanding J. S. Kennard all orders and information, etc., in relation to the special duties required

of the *Isondiga*, especially those relating to cooperation with the army, and be vigilant in the execution of the same. The *Isondiga* is considered on picket duty and it is expected that she will be in readiness at all times for prompt service.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

First Lieutenant H. H. DALTON, Provisional Navy, C. S.

Report of Lieutenant Mills, C. S. Navy, commanding C. S. S. Sampson, suggesting a position for that vessel.

C. S. S. SAMPSON, *July, 1864.*

SIR: I would respectfully bring to your notice the following facts: In obedience to your orders I have anchored the *Sampson* below the upper obstructions and off the Mackey's Point, so as to bear with my guns upon boats or vessels coming up the north or south channels. In taking this position I am directly in the line of fire of the guns of the *Georgia*, forts Jackson, Lee, and Chew's [Cheves Naval] Battery in case of an attack of the enemy. Should a night attack in boats be made upon me at any time (a thing which I consider not at all unlikely) neither the *Georgia* nor the forts could assist me, as by firing their guns in the direction of the enemy or the obstructions even, I would more than likely be sunk. I therefore obstruct their line of fire; nor can I take any position below the *Georgia* in which I will not either be exposed to the fire of the forts or so located that the enemy can get on board of me very readily. Moreover, as in a day or two several of the men now on board of the *Sampson* will be transferred to the *Macon*, I consider that the *Sampson* can be boarded and burned by the enemy with the limited defense that I can make. As I do not consider this competent (with her small crew) to do more than make a vigorous defense in case of an attack, I would therefore recommend that she take a position above the *Georgia*, where she can at any time act in concert with that vessel. A disposition to ensure the safety of this vessel prompts me to address you this communication.

Respectfully, your obedient servant,

THOS. B. MILLS,
Lieutenant, Commanding.

Flag-Officer W. W. HUNTER, C. S. Navy.

Order of Major-General Jones, C. S. Army, to Brigadier-General Taliaferro, C. S. Army, to direct the disposition of a naval force at Hatch's Wharf.

CHARLESTON, S. C., *July 2, 1864.*

One of the naval officers with 150 men will be at Hatch's Wharf, on James Island, with orders to report to you. Send instructions without delay to the officer at Hatch's Wharf to what point he shall march his men.

By order:

P. C. WARWICK,
Aide-de-Camp.

Brig. General W. B. TALIAFERRO,
Royall's House, James Island.

Letter from Major-General Jones, C. S. Army, to Flag-Officer Tucker, C. S. Navy, requesting the cooperation of the gunboats, in anticipation of an attack upon Sullivan's Island or Fort Johnson.

HEADQUARTERS DEPARTMENT OF
SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., July 3, 1864.

The major-general commanding directs me to say that in the event of an attack on Sullivan's Island or Fort Johnson by the enemy in barges the navy can render most important service and assistance. He therefore directs me to request that if you can do so with propriety you will place your gunboats in position near Fort Johnson, so as to render such aid as may be desired and to communicate with Lieutenant-Colonel Yates, commanding. He would be pleased to have this done at once, if practicable, as another attack is apprehended before daylight.

Very respectfully, your obedient servant,

CHAS. S. STRINGFELLOW,
Assistant Adjutant-General.

Flag-Officer J. R. TUCKER,
Commanding Forces Afloat.

Letter from Major-General Jones, C. S. Army, to Flag-Officer Tucker, C. S. Navy, requesting immediate reinforcement.

CHARLESTON, S. C., *July 4, 1864.*

I have the honor to enclose you telegram from Brigadier-General Taliaferro, with the request that if practicable the reinforcement may be sent. General Taliaferro reports that the enemy has formed in two lines; that a large transport crowded with troops is approaching to reinforce them, and that there is unusual activity in the fleet, signaling, etc.

Very respectfully, your obedient servant,

CHAS. S. STRINGFELLOW,
Assistant Adjutant-General.

Flag-Officer J. R. TUCKER,
Commanding Forces Afloat.

[Enclosure—Telegram.]

BATTERY NO. 2, *July 3, 1864—12 m.*
(Received 12:55 p. m.)

Colonel Black says Colonel Yates is apprehensive of another attack to-night. I do not think they will trouble him again after the lesson of to-day, but the men are exhausted. Yates says that Commander Tucker can send some men to Fort Johnson. Please ask it and send them. There are now in Stono, out of range of our batteries and firing on us, two monitors and seven gunboats, including the *Pawnee*. They will, with this support, hold on. Would like a Brooke gun at Pringle, and the torpedo boats should certainly go down to-night.

WM. B. TALIAFERRO,
Brigadier-General.

Major STRINGFELLOW,
Assistant Adjutant-General.

[Telegram.]

FORT JOHNSON, *July 4, 1864.*

I am much obliged to you for your reinforcements sent to me last night. Send to me all the men you can spare to-night. I am getting weak.

YATES, *Colonel.*

Commodore TUCKER.

Report of Flag-Officer Hunter, C. S. Navy, regarding his request for experienced lieutenants.

SAVANNAH, *July 4, 1864.*

I am constrained to ask your attention to my several applications for two or three lieutenants of some experience; also for a master or two and three passed midshipmen.

The commissioning of the *Macon* and care of the *Water Witch* calls most urgently for the services of these officers.

Very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Captain S. S. LEE, C. S. Navy,
Captain in Charge.

[Telegram.]

COLUMBUS, *July 4, 1864.*

Lieutenant Gift, with 7 officers and 77 men, leaves here this evening on passenger train under orders to report to you.

A. MCLAUGHLIN,
Lieutenant.

Flag-Officer W. W. HUNTER.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Gift, C. S. Navy, to proceed to Savannah in command of detachment of officers and men.

SAVANNAH, *July 5, 1864.*

Please proceed with the officers and men of your detachment to the Confederate steamer *Savannah*, at Savannah, and report to Commander Thomas W. Brent, C. S. Navy, commanding Confederate steamer *Savannah*.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant GEORGE W. GIFT, C. S. Navy.

Letter from Flag-Officer Hunter, C. S. Navy, to Flag-Officer Tattnall, C. S. Navy, regarding the transfer of the crew of the C. S. S. Macon.

SAVANNAH, *July 5, 1864.*

In conformity with your request that the crew of the Confederate steamer *Macon* be transferred to your command "as early as conven-

ient," I have this day ordered all the supernumeraries of the squadron under my command to be transferred to the Confederate steamer *Macon*.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Flag-Officer JOSIAH TATTNALL, C. S. Navy.

[Telegram.]

FORT JOHNSON, *July 6, 1864.*

I am much obliged to you for the men sent last night. Do let me have all the men you can spare to-night and every night in the future until our troops sent from this post to the west lines are sent back to us.

YATES, *Colonel.*

Commodore TUCKER.

FORT JOHNSON, *July 6, 1864.*

The enemy are embarking men at the Swamp Angel. I think they will try this place immediately after dark. Do send the men over at once.

YATES, *Colonel.*

Commodore TUCKER.

Letter from Captain McCrady, C. S. Army, to Flag-Officer Hunter, C. S. Navy, regarding the placing of torpedoes by the navy at Savannah.

C. S. ENGINEER OFFICE,
Savannah, July 6, 1864.

COMMODORE: We find it impracticable to procure a boat's crew of good oarsmen for the purpose of laying torpedoes, which, as you are aware, are so important an auxiliary in coast defense. It has occurred to me that the navy at Savannah would have it in its power to undertake this branch of the service and do so more effectually from the means at its command than would be possible for the army. I propose therefore to construct the torpedoes and all their appurtenances and deliver them to an officer named by yourself, whose duty it will be to have them put down. As this is a dangerous business to those who are uninstructed in the mode of procedure, I would suggest that the crew be first practiced for a day or two in putting down and taking up again the empty torpedo, and, if desired, one of my engineers, Mr. T. A. E. Evans, will accompany the officer in charge at the time, explaining to him the plan and design of the torpedoes used. I hope you will find it convenient to accede to this request, as the important interests of the defense of Savannah will be thereby subserved, while an additional advantage, it appears to me, will be that the navy will have an exact knowledge of the position of the torpedoes.

Very respectfully, your obedient servant,

JOHN MCCRADY,
Capt. and Actg. Chief Engineer, Dist. Ga., and 3d Mil. Dist. S. C.

Flag-Officer W. W. HUNTER,
Commanding Afloat, Savannah, Ga.

Report of Colonel Anderson, C. S. Army, responding to request regarding picket service in the Savannah River.

HEADQUARTERS MILITARY DISTRICT GEORGIA,
Savannah, July 7, 1864.

CAPTAIN: In compliance with instructions from the major-general commanding, asking information as to whether the "navy have picket boats on the river at night—how many and how many men in them and where they take post—also the distance the *Sampson* is below Fort Jackson," I have the honor to reply that, from a communication received this day from the commanding officer of the river batteries, I am apprised that "a boat with three or four men, generally under charge of a warrant officer, is nightly sent from one of the naval vessels to row guard near the obstructions below Lee battery."

She is sometimes seen at the target, and again in different parts of the river, always inside the obstructions.

The steamer *Sampson* moved from below Lee battery to her present anchorage (250 yards above Fort Jackson) on Monday evening.

Respectfully submitted.

EDWARD C. ANDERSON,
Colonel, Commanding.

Captain R. W. B. ELLIOTT,
Assistant Adjutant-General.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Gift, C. S. Navy, to proceed to duty in connection with the placing of torpedoes in Savannah River.

SAVANNAH, *July 8, 1864.*

You will select from the draft of men from Columbus a good and trusty boat's crew, select a suitable boat also, and report to Captain John McCrady, chief engineer, District of Georgia, and Third Military District of South Carolina, for instructions as to the manner of handling and placing torpedoes in this vicinity. Place these as directed by Captain McCrady at the times and in the locations he may direct.

This duty will require intelligence, care, and secrecy. You are selected for this important duty. The position and manner of these torpedoes are on no account to be promulgated.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat

Lieutenant GEORGE W. GIFT, Provisional Navy, C. S.

Report of Brigadier-General Taliaferro, C. S. Army, regarding affairs in Stono River.

BATTERY NO. 2, *July 10, 1864—3:10 p. m.*
(Received 4:25 p. m.)

Five transports with troops have passed out of the Stono going south. Four transport loads were landed at Battery Island; they may be there still. The mortar boats have dropped down to Battery Island. The

Pawnee and *Atlanta* are near the wharf on John's Island, and are shelling the woods on John's Island. They may see our troops. No vessel in range of our guns except one monitor at old anchorage. Four transports are in the Stono. Two monitors, *Pawnee*, *Atlanta*, and two transports this side of Battery Island. I can not tell, for the woods, how many of the enemy are on the peninsula; not many are visible. I will be on the alert, for this sending vessels out may be a dodge. I should have mentioned this morning that I sent out some of the naval battalion in boats and brought ashore the fire rafts last night before they reached the bridge.

WM. B. TALIAFERRO,
Brigadier-General.

Major STRINGFELLOW,
Assistant Adjutant-General.

[Telegram.]

FORT JOHNSON, *July 11, 1864—6 p. m.*

Please send red and white lights; we used the only one last night.

YATES, *Colonel.*

Commodore TUCKER.

Order of Flag-Officer Hunter, C. S. Navy, to Acting Master's Mate Skinner, C. S. Navy, to assume command of the C. S. S. Firefly.

SAVANNAH, *July 11, 1864.*

You are hereby detached from the Confederate steamer *Isondiga*, and will relieve Master's Mate S. F. Hebbard, C. S. Navy, in command of the Confederate steamer *Firefly*.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Master's Mate E. W. SKINNER, C. S. Navy.

Letter from the Secretary of the Navy to Flag-Officer Hunter, C. S. Navy, regarding the officers and men of the C. S. S. Chattahoochee.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, Va., July 15, 1864.

SIR: Your communication of the 6th instant has been received.

The officers and men of the Confederate steamer *Chattahoochee* were ordered to report for such duty in the squadron under your command as you might assign them.

The signal book and accompanying papers captured on board the *Water Witch* have been received.

By command of the Secretary of the Navy:

I am, very respectfully, your obedient servant,

S. S. LEE,
Captain in Charge.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding, etc., Savannah, Ga.

Letter from Flag-Officer Hunter, C. S. Navy, to Major-General McLaws, C. S. Army, proposing measures for the protection of the captured steamer Water Witch.

SAVANNAH, *July 15, 1864.*

Having based my arrangements in relation to the prize steamer *Water Witch* on the certainty of being able to convey her to this place, and for this purpose having taken from her her armament, apparel, stores, etc., with a view of lightening her sufficiently to come through an inland passage, she is necessarily now in a defenseless condition. I am admonished that the preservation of this vessel is much desired by the Government. The labor of 75 men, judiciously applied for five or six days, can make a channel which would place the vessel in security beyond the reach of the enemy, provided the work be subjected to no further delay in its execution. It is known that the enemy are making every effort to recapture or cause the destruction of the *Water Witch*. This can be prevented by a prompt execution of the work designated to save her.

I am, very respectfully, general, your obedient servant,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Major-General MCLAWS, Provisional Army, C. S.

Letter from Brigadier-General Ripley, C. S. Army, to Flag-Officer Tucker, C. S. Navy, regarding the presence of the C. S. S. Chicora off Sullivan's Island.

HDQRS. FIRST MILITARY DISTRICT OF SOUTH CAROLINA,
Charleston, S. C., July 16, 1864.

CAPTAIN: Brigadier-General Ripley directs me to acknowledge the receipt of your letter of this date, and to say that most of the troops which were drawn from Sullivan's Island a few days since have returned, and the necessity for the presence of the Confederate steamer *Chicora* off Sullivan's Island is not now so urgent. He thanks you for your prompt assistance.

The paroles and countersigns are enclosed. They will hereafter be sent you regularly. They were only omitted at the expiration of the last list because it was supposed they were furnished you from the headquarters of the department.

Very respectfully, captain, your obedient servant,

WM. F. NANCE,
Assistant Adjutant-General.

Captain J. R. TUCKER,
Flag-Officer, Commanding Afloat, Charleston Harbor.

Letter from Major-General McLaws, C. S. Army, to Flag-Officer Hunter, C. S. Navy, urging that the prize steamer Water Witch be armed and manned.

HEADQUARTERS,
Savannah, Ga., July 17, 1864.

SIR: Your communication of the 15th was handed me yesterday. You are aware that the engineers have reported the work of making a

passage for the *Water Witch* through Skiddaway Narrows would require the labor of 200 hands for over six weeks, working under the most favorable circumstances.

You have also been informed that the engineer department has not 200 hands in its employ, nor has it the tools necessary to employ over 100 hands.

I am not informed, therefore, of the data upon which you allege that the labor of 75 hands judiciously employed for five or six days would make a channel which would enable you to place the vessel in security beyond the reach of the enemy, but beg that you will give me the necessary information.

You report that the *Water Witch* has been dismantled, and is therefore now necessarily in a defenseless condition. She was placed as she now is by your own orders, and I am informed that there are but eight or nine men on board, and those not armed.

I take the liberty of suggesting that you fully man the vessel, place on board of her a crew fully armed and equipped, and capable, with the assistance of the battery on shore near the position of the *Water Witch*, of preventing the enemy from destroying her, but with such a large force as to lead to the belief that they will not attempt it. By placing howitzers or other smoothbore guns of small caliber on board the defenses will be materially improved. Her defenseless position and condition at present but invite an attack.

The *Water Witch* is now placed in a position which is dangerous for her safety. If she was moved into the bend of the river, so that the battery on shore could cross fire all around her, an assault would be more easily repulsed. I call attention to a communication from Colonel Jones, accompanying this, on that subject, and request that the vessel be moved to-morrow, as suggested.

I beg leave to inform you that my forces have been very much reduced in number and efficiency by sickness and transfer to other commands, and that I can ill spare the troops which are now placed in position to prevent an attempt of the enemy to regain possession of the *Water Witch*. I must therefore expect a cordial cooperation of the naval forces to prevent her recapture, and beg your early attention to my suggestions above concerning her defense and position.

It is necessary to send a boat party every night some distance below the obstructions to watch the river, in order that early notice may be given of the approach of the enemy. I have been supposing that parties from the Navy would relieve the soldiers, who are generally unskilled in the use of boats, from that duty, but the following copy of a report from Colonel Anderson upon that subject shows that I must necessarily rely upon the men of the Army to patrol the river at such distance as to give timely warning should a water attack be in contemplation.

Some time ago, both General Gilmer and myself requested that one of your war vessels be placed nightly so as to command the approaches to Forts Lee and Jackson, along the numerous causeways or embankments running along the river shore from below the forts to their close proximity, but the request has not been regarded, and I have been compelled to order the erection of additional works to guard those points.

I urge the arming and manning of the *Water Witch* with the more confidence, for the reason that you have the ironclad *Savannah*

anchored above the center of the city, at or near the Charleston wharf; and I am told she could not pass the wrecks which are between Savannah and Fort Jackson except at full tide, and therefore if an attack was made on the river forts at half tide, the *Savannah* could not participate in six or eight hours. Such was the condition of the tide and the position of the vessel when the alarm was given on the 4th of July last. If therefore one-half the crew of the *Savannah* was sent to arm and guard the *Water Witch*, it is very probable they could be returned to the *Savannah* before it could get down to take part in an attack against the river forts.

The *Ogeechee* has her crew, and that vessel is anchored above the wrecks and takes no part in guarding the approaches to the forts; her crew or a large portion of it might be sent.

But I am informed that there were 60 men, with officers, sent especially to you from the *Chattahoochee* to take charge of the *Water Witch*. Why can not those men be sent? Under these circumstances I beg leave to inform you that I have no labor to be used in deepening or straightening the Skiddaway Narrows for the passage of the *Water Witch;* that the labor I have is needed in other places more important to the Government; and that I have not the forces to guard that vessel in a manner such as to insure her safety, unless she is armed and equipped so as to take her full part in her own defense, as should be done by a vessel which you assert is so valuable and important to the Government; and which is to be used hereafter in the same manner, viz, to protect herself.

I have the honor to be, very respectfully, your obedient servant,

L. McLAWS,
Major-General, Commanding.

Commodore HUNTER,
Flag-Officer, Savannah.

[Enclosure.]

HDQRS. LIGHT ARTILLERY, MILITARY DIST. GEORGIA,
Savannah, July 16, 1864.

CAPTAIN: If the defense of the C. S. prize steamer *Water Witch* is to be exclusively entrusted to the light battery posted at White Bluff, I have the honor to request that the position of that vessel be changed, and that she be anchored in the bend of the river, so that the approaches to her may be effectually covered. She now lies too high up the river. In rear of her present mooring a creek enters into the river, through which the enemy, under cover of night, might enter, and with but comparatively trifling exposure move against her. Whereas, if her position be changed to the point designated, her security will be materially enhanced.

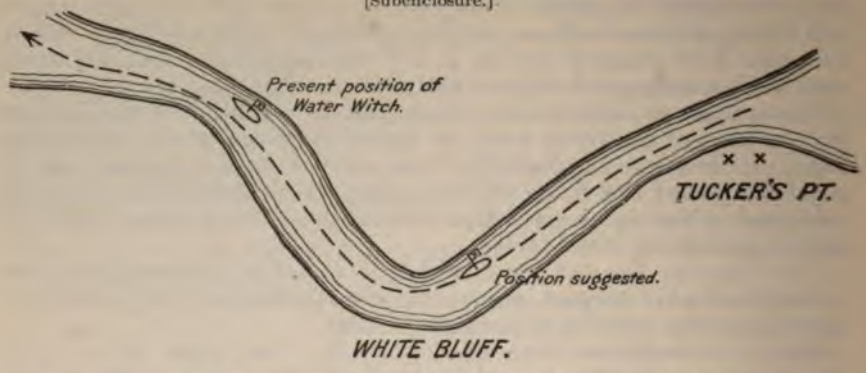
There is no reason why the change of location should not be made, as there is good bottom and a sufficient depth of water at the point indicated. The annexed rude diagram will explain the change of position suggested. Trusting, captain, that the major-general commanding may give such direction to this request as will ensure the change of position,

I have the honor to be, very respectfully, your obedient servant,

CHARLES C. JONES, JR.,
Lieut. Col., Chief Light Artillery, Military Dist. Georgia.

Captain R. W. B. ELLIOTT,
Assistant Adjutant-General, etc.

[Subenclosure.]



Correct copy of sketch forwarded by Major-General McLaws, Provisional Army, C. S. Received Savannah, July 17, 1864.

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

SAVANNAH, *July 18, 1864.*

Lieutenant Commanding A. F. Warley, C. S. Navy, commanding prize steamer *Water Witch*, will forthwith place the *Water Witch* in the position designated in the above sketch marked "Position suggested," and inform Lieutenant-Colonel Charles C. Jones, jr., chief of artillery, military district Georgia, and also the officer commanding the light artillery near the *Water Witch*.

Respectfully

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

[Endorsement.]

Sent to Lieutenant Commanding Warley on the 18th of July, 1864.

W. W. H., C. S. Navy.

Letter from Flag-Officer Hunter, C. S. Navy, to Major-General McLaws, C. S. Army, regarding measures for insuring the safety of the captured steamer Water Witch.

SAVANNAH, *July 18, 1864.*

In reply to your letter of the 17th instant, in relation to the several subjects pertaining to the squadron under my command, the first in order and importance is the security and equipment of the *Water Witch*, and, to that end, her removal to Savannah.

There are but two channels through which the vessel could be brought to Savannah. One, the external passage by Fort Pulaski, rendered now impassable by the presence of the enemy in vastly superior force; the other, an inland passage by Skiddaway Narrows, requiring the excavation of certain points therein, which, I am informed by persons familiar with and used to its navigation, that the labor of 75 hands, properly applied, can make a clear channel of 8 feet water, at spring tides, in five or six days, simply by cutting away certain points and without any other excavation. An inspection of the route last

alluded to was made in person by Captain of Engineers John McCrady, accompanied by persons furnished by me, subsequently to his having made the estimate named in your communication, viz, "that the labor of 200 hands for over six weeks, working under the most favorable circumstances," was necessary to effect the channel. On a personal inspection of this costly route, Captain McCrady selected another, on which he informed me that the work could be done in much less time and with many less hands.

The *Water Witch* was dismantled to lighten her sufficiently to enable her to pass through this only available channel. Her valuable armament, stores, and apparel were removed to Savannah—first, for the purpose of getting the vessel there, and, next, to secure this acquisition of naval stores in the event of the necessity occurring to cause our destruction of the vessel, rather than these should fall into the hands of the enemy. The commanding-officer of the *Water Witch* has been, at your suggestion, this day directed to place her at the position designated in the diagram furnished by you, with instructions to so inform Colonel Charles Jones, jr., chief of artillery, and also the officer commanding the light battery in the vicinity of that vessel. The sources from which you have derived your information in relation to the suggestion you have made of the distributions of the crews of my command, together with the availability of the *Ogeechee*, now called *Macon*, are unknown to me. I would, however, remark that your data thereon appears to be erroneous.

The *Macon* has not yet been placed under my command, nor have a crew and officers been assigned to the *Water Witch*. She is in charge of an officer commanding her with a few men till she can be brought to Savannah, where is now her armament, apparel, stores, etc.

At the request of the officer commanding the military forces at Savannah, I have furnished for a year past, and continue to furnish, a guard boat, performing picket and guard duty in the Savannah River. In relation to your comments on the position of the ironclad *Savannah*, I would state to you that that vessel being an ironclad, physical existence is barely possible on her at this season without an adjunct for shade and air; without these the loss of her crew and officers from sickness would, in a short period, wholly destroy her efficiency. She was placed at Savannah alongside of a warehouse to meet that object, the necessity for which has been represented to me in writing by the fleet surgeon. She can move from her present position in the event of an attack in a short period. She was in readiness so to do on the occasion of the late alarm, with her steam up for the purpose. In a short period after getting up steam, which she would have to do wherever anchored, because she must be fought underway to enable her to bring her battery to bear, as her ports do not admit of her training beyond a few degrees, owing to the structure of the vessel. To detach half of her crew and send these to the *Water Witch* at White Bluff would render the *Savannah* totally inefficient for any service.

With regard to the removal of the *Sampson*, I transmit you herewith a copy of a letter from her commander. I transmit you this statement in detail of the condition and circumstances of my command, because it is needful that you should be acquainted with all my means of cooperating with you in the common cause in which we are engaged, and which to the fullest extent of my ability will be made available.

I would, however, remark that a continuous service of over forty-two years as a naval officer suggests the propriety that the disposition and detail of my command be conducted by,

Most respectfully, general,

WM. W. HUNTER, C. S. Navy,
Commanding Confederate States Naval Squadron, Savannah.

Major-General L. McLAWS, Provisional Army, C. S.

Order of Flag-Officer Hunter, C. S. Navy, to Commander Price, C. S. Navy, to assume command of officers and draft of men at Savannah, Ga.

SAVANNAH, *July 22, 1864.*

You will take command of the officers and men comprising the late draft from Columbus, Ga., now quartered at Savannah, Ga.

Respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander JOSEPH PRICE, Provisional Navy C. S.

[Telegram.]

WILMINGTON, N. C., *July 22, 1864.*

I am recommended by Flag-Officer Lynch to apply to you for a Savannah pilot and for a pilot who may know the Florida reefs, etc. They are required by Colonel J. T. Wood, aid-de-camp.

W. H. WARD, C. S. Navy.

Flag-Officer J. TATTNALL, C. S. Navy,
Savannah.

Report of Flag-Officer Hunter, C. S. Navy, regarding the libeling of the prize steamer Water Witch.

SAVANNAH, *July 23, 1864.*

In reply to my letter addressed to you on the 17th ultimo, asking you to direct me in relation to the means to be adopted by the captain of the *Water Witch* to secure their interest, you were pleased to inform me that a suit instituted by libel *in rem* was the usual and suitable course. In accordance thereto I have caused the *Water Witch* to be libeled, and herewith is an advertisement in the Savannah newspaper, called the Daily News, announcing the same. The marshal has nominal possession of the *Water Witch.* I have actual possession of her. I have removed her armament, apparel, and stores to Savannah, because these are invaluable to us, and it is my duty to place them beyond a doubt of recapture and also to lighten her to a certain depth of water, that she may be brought to this place of security and restore to her her armament and equipment for service.

There are but two passages to this place, one external, in the face of an enemy of vastly superior force, the other inland, by the Skiddaway Narrows, which can be made available by the labor of 75 men in six or seven days.

I have been urging Major-General McLaws, military commander of this district, who has the whole control of labor in this department, to cause the channel to be made. I regret that this small work has not yet been effected. I do not despair, however, of effecting it. Thus stands the condition of the *Water Witch*.

I have the honor to be, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Hon. S. R. MALLORY,
Secretary of the Navy.

Order of the Secretary of the Navy to Flag-Officer Tattnall, C. S. Navy, regarding coal captured with the prize steamer Water Witch.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, Va., July 26, 1864.

SIR: You are hereby instructed to send the anthracite coal captured from the *Water Witch* to Chief Engineer James H. Warner, C. S. Navy, at Columbus, Ga.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Captain JOSIAH TATTNALL,
Commanding Station, Savannah, Ga.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant McAdam, C. S. Navy, to direct the placing of torpedoes, under the supervision of Captain McCrady, C. S. Army.

SAVANNAH, *July 29, 1864.*

During the illness of Lieutenant George W. Gift, Provisional Navy, C. S., you will take charge of a boat and boat's crew which will be taken to the *Isondiga* and continue the service of placing torpedoes as directed by Captain John McCrady, C. S. Engineers. Mr. J. B. Bond, assistant of Captain McCrady, will accompany you on this duty and acquaint you with the manner of handling and position of the torpedoes. Very extraordinary care is necessary to prevent the destruction of yourself and boat's crew in handling the torpedoes.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant S. H. MCADAM, Provisional Navy C. S.

Order of the Secretary of the Navy to Flag-Officer Hunter, C. S. Navy, urging the immediate extrication of the prize steamer Water Witch.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, Va., July 29, 1864.

SIR: Your letter of the 23d instant gives the Department the first information received of the situation of the *Water Witch* and of the

manner in which you propose to get her to Savannah. Had I before known that you were looking to the Army to prepare the channel for her extrication I would have advised the course now recommended to you, as the importance of getting the vessel into service at the earliest possible moment is evident and must not be lost sight of.

If aid from the Army is indispensably necessary, and you can not obtain it, report the facts and circumstances and I will bring them to the notice of the Secretary of War. The vessel must be extricated and armed and equipped at the earliest moment.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer W. W. HUNTER, Provisional Navy C. S.

Circular of instructions regarding signals to be used in case of the appearance of the enemy.

HEADQUARTERS MILITARY DISTRICT GEORGIA,
Savannah, July 30, 1864.

On the appearance of the enemy the pickets will throw up rockets as follows:

Wilmington Narrows, 2 white rockets.
Spindles, 1 white, 1 blue rocket.
Mouth [St.] Augustine Creek, 2 blue rockets.
Proctor Point, 1 white, 1 red rocket.
Platform in Savannah River, 1 blue, 1 red rocket.
Guard boat, 2 red rockets.
Runaway Negro Creek, 1 red rocket.

The two rockets, as here designated for each post, except the last, will always be exhibited in immediate succession on the first appearance of the enemy whatever may be his force.

Should the enemy's force consist of but a single barge or launch, no further signal will be shown.

Should it consist of two or more barges, one white rocket will be thrown up two or three minutes after the double light.

Should a gunboat of the enemy appear, a red rocket will be substituted for the white.

Should the enemy retire, a blue rocket will be thrown up.

Should the picket be forced to retreat, the signal of the post will be repeated.

Commanding officers will make themselves fully acquainted with these signals, and will see that their officers and men are also fully instructed so that no mistakes can possibly occur.

If they have not the necessary rockets on hand, they will obtain them at once from the district ordnance officer.

By order of Colonel J. C. Fiser:

J. HUNTER,
Acting Assistant Adjutant-General.

For the information of Flag-Officer W. W. Hunter, commanding afloat.

Letter from Flag-Officer Tattnall, C. S. Navy, to Flag-Officer Hunter, C. S. Navy, regarding the readiness of the C. S. S. Macon for service.

COMMANDANT'S OFFICE,
C. S. Naval Station, Savannah, Ga., August 3, 1864.

SIR: The *Macon* being in readiness for service, with the exception of her complement of officers and men, in which she is deficient, I have directed her commanding officer, Lieutenant J. S. Kennard, to report to you with his command for duty.

In this I anticipate the action of the Department.

I am, sir, respectfully, your obedient servant,

JOSIAH TATTNALL,
Commandant.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding Naval Squadron, Savannah, Ga.

Report of Flag-Officer Hunter, C. S. Navy, regarding proposed measures for the safe removal of the prize steamer Water Witch.

SAVANNAH, *August 3, 1864.*

I have this moment had the honor to receive your letter of the 29th ultimo, in relation to the necessity of bringing the *Water Witch* to this place as soon as possible and equipping her for service with her complete appointments. This necessity has been strikingly apparent to me from the day of her capture, and I have used every means in my power to effect it. It can only be accomplished by cutting off two points in Skiddaway Narrows, which can be done by the labor of 100 men in six or seven days. Of this I am advised by practical men who have navigated this pass, and gentlemen of standing in the vicinage. The vessel should have been brought here long since. In my judgment, an attempt to bring her to Savannah by the outside passage, in the face of an enemy of vastly superior force, would be the height of folly. For the double purpose of lightening the vessel to pass by the interior route alluded to, and also to secure her valuable armament and apparel, I have caused these to be removed to Savannah.

I have, in the most urgent manner, both by letter and in person, called on the commanding general here (who controls all the labor and utensils requisite to open the channel) to assign the required labor.

He informs me that he has not the force available. Should he be instructed to impress negroes from the planters in the neighborhood (who, by the way, have a large local pecuniary interest in making this channel), I believe that the work can be promptly accomplished. I have reduced the vessel's draft to 8 feet. At spring tides, with a northeast wind, 9 feet water will be available simply by cutting off two points which obstruct, by sudden turns, the channel. The manner of causing this work to be done, as intimated by you, will doubtless effect it, and add a very efficient vessel for the defense of Savannah, provided the coal now belonging to the *Water Witch* is kept here for

her use. Her coal being anthracite, showing little smoke, furnishes her appropriately for the kind of service most advantageous here.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Hon. S. R. MALLORY,
Secretary of the Navy.

Letter from Flag-Officer Hunter, C. S. Navy, to Flag-Officer Tattnall, C. S. Navy, regarding an order for the retention of coal from the prize steamer Water Witch.

SAVANNAH, *August 4, 1864.*

I have received a telegraphic order from the honorable Navy Department, dated August 3, 1864, directing me to retain the coal of the *Water Witch*, if it is necessary to remove the vessel to Savannah. I deem it necessary to remove the vessel to Savannah.

Very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Flag-Officer JOSIAH TATTNALL, Provisional Navy C. S.

Letter from Colonel Anderson, C. S. Army, to Flag-Officer Hunter, C. S. Navy, requesting the services of two guard boats to prevent the escape of certain parties from Savannah.

Confidential.] HEADQUARTERS,
Savannah, August 4, 1864.

COMMODORE: I have just learned from reliable authority that a number of persons, in order to avoid service in the Confederacy, have arranged to leave this city either to-night or during the next two or three nights, and to go down the Savannah River to Fort Pulaski. The parties concerned in this business, it is believed, will be accompanied by some of the escaped Federal prisoners who have been lurking in the vicinity for some time past.

To increase the difficulties by which the military authorities at this juncture find themselves surrounded, last night an officer and five men deserted to the enemy from Battery Lawton.

I write, therefore, to apprise you of these facts, and to ask if, in this emergency, you will aid us by sending a guard boat down South Channel as far as the Oakley Islands and another down North or Ship Channel as far as the mouth of Mud River. I would suggest, in case you consent to send these boats, that the officers in charge be directed to fire without hailing into all boats approaching them.

In conclusion, I would say that our force here is much depleted in consequence of reinforcements having been sent to Florida, and a detachment up the C. R. road [Central Railroad of Georgia] in pursuit of the raiders.

I am, very respectfully, your obedient servant,

EDWD. C. ANDERSON,
Colonel, Commanding.

Flag-Officer W. W. HUNTER,
Commanding Afloat, Savannah, Ga.

Letter from Flag Officer Hunter, C. S. Navy, to Colonel Anderson, C. S. Army, regarding cooperation of armed boats.

SAVANNAH, *August 4, 1864.*

In accordance with your written request of this day, I will dispatch armed boats to-night, to-morrow night, and the day after to-morrow night to guard and watch the places which you have designated.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Captain EDWARD C. ANDERSON, Provisional Army C. S.,
Colonel, Commanding.

Order of Flag-Officer Hunter, C. S. Navy, to Midshipman Hogue, C. S. Navy.

SAVANNAH, *August 5, 1864.*

Proceed on the same duty this night assigned you last night.

The difficulties, I am assured, have been removed.

Respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Midshipman HOGUE, Provisional Navy C. S.

P. S.—Herewith is a pass.

Sent also to Master's Mate W. D. Oliveira, Provisional Navy C. S.

Letter from Major-General McLaws, C. S. Army, to Flag-Officer Hunter, C. S. Navy, requesting the services of Lieutenant McAdam, C. S. Navy, to direct the placing of torpedoes.

DISTRICT OF GEORGIA AND THIRD MILITARY DIST. S. C.,
Headquarters, Savannah, August 11, 1864.

SIR: Captain McCrady, chief engineer, is very much in need of an intelligent, zealous officer to take charge of the navy boats and boat parties engaged in placing torpedoes, which you were kind enough to place at his disposal, and on his recommendation I respectfully ask that Lieutenant McAdam, of the *Isondiga*, be ordered to report to me for that duty; his services are very much needed at this present time.

It is understood that Lieutenant McAdam does not object to the duty.

I have the honor to be, very respectfully, your obedient servant,

L. MCLAWS,
Major-General, Commanding.

Commodore HUNTER,
Flag-Officer, C. S. Navy, Savannah, Ga.

Letter from Flag-Officer Hunter, C. S. Navy, to Major-General McLaws, C. S. Army, stating the impossibility of sparing Lieutenant McAdam for more than temporary service in superintending the placing of torpedoes.

SAVANNAH, *August 11, 1864.*

In reply to your letter of this day, requesting Lieutenant McAdam should be ordered to report to you for duty, I would respectfully state that Lieutenant McAdam is the executive officer of the *Isondiga*, and the only officer attached to her who has not been improvised by necessity from civil pursuits, and consequently incapable of performing the duties of first lieutenant. The *Isondiga* would therefore be rendered inefficient.

Lieutenant Gift (whose services were likewise absolutely needed in charge of a detachment of men quartered at Savannah, which I now design for the *Water Witch* when that vessel shall arrive here) was directed to report to Captain McCrady for temporary duty in placing torpedoes. Lieutenant Gift became sick, and I directed Lieutenant McAdam temporarily to perform his duties.

No less than 16 officers having naval and nautical experience have been withdrawn from my command, leaving it a matter of extreme difficulty to keep the needful watches, perform guard-boat duty, organize and drill the crews of the squadron, composed of landsmen from the interior, most of whom have never seen a ship, besides the duties of nearly every commissioned officer as members of court-martial now in session.

Under these circumstances you will doubtless perceive that the entire services of Lieutenant McAdam can not be spared from the squadron. I have, however, directed him (with a boat's crew), in addition to his duties of executive officer of the *Isondiga*, to place torpedoes, under the direction of Captain McCrady, from time to time, until Lieutenant Gift may be well enough to resume that duty.

With the most hearty desire to do all in my power to accomplish the object of your request, it is manifest that the necessities of the squadron will not admit of a further diminution of its lieutenants.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Major-General MCLAWS, Provisional Army C. S.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Kennard, C. S. Navy, commanding C. S. S. Macon, for cooperation with the military forces in the defense of approaches to Savannah.

SAVANNAH, *August 22, 1864.*

Proceed with the *Macon* under your command and take a position near Mackey's Point, near the anchorage of the Confederate steamer *Sampson*. Get the *Macon*, her officers and crew in the most efficient state for service. Aid in cooperation with the military forces in guarding and defending the water and land approaches to the armed works for the defense of Savannah. Be vigilant and prepared at all times for the defense of your command. Be careful to observe every precaution against injury to your boats and their crews on boat duty

by observing strictly the army orders in relation to passing pickets or military posts. Use wood for fuel alone, unless it be absolutely necessary to use coal.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant Commanding J. S. KENNARD, Provisional Navy C. S.,
Commanding Confederate Steamer Macon.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Warley, C. S. Navy, for a reconnoissance of Skiddaway Narrows, with a view to making a channel for the prize steamer Water Witch.

SAVANNAH, *August 25, 1864.*

I send to you Mr. M. D. Brown, a pilot for Skiddaway Narrows, who will deliver you this note. It contains the watchword and countersign for Saturday and Sunday next.

Please endeavor to get Mr. Tucker to visit with you the Narrows, and endeavor to effect a means by which we can make a channel for the *Water Witch.* I expect every day authority from the honorable Navy Department to contract for the making of the channel alluded to. I see no hope of getting the work done by the army.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant Commanding A. F. WARLEY, Provisional Navy, C. S.

P. S.—We must rely on our own efforts to extricate the *Water Witch.* Let us show the army we can do it.

Letter from Major-General McLaws, C. S. Army, to Flag-Officer Hunter, C. S. Navy, requesting that the C. S. S. Macon be stationed at the mouth of Skiddaway River.

HEADQUARTERS,
Savannah, Ga., August 26, 1864.

SIR: I respectfully request that you will place the *Macon* at or near the mouth of Skiddaway River, to guard the entrance toward the Isle of Hope and the passage by the battery at Turner's Rocks.

The advantages expected by that position for the *Macon* will be evident by an examination of the map, and I suppose are known to, or will occur to, you at the mere mention.

Very respectfully,

L. MCLAWS,
Major-General, Commanding.

Commodore HUNTER,
Flag-Officer, C. S. Navy, Savannah, Ga.

Commendatory letter from Flag-Officer Tucker, C. S. Navy, to Lieutenant Dozier, C. S. Navy, regarding services rendered in connection with military operations on James Island.

FLAGSHIP CHARLESTON,
Charleston, August 26, 1864.

SIR: I have received a letter from Major-General Sam Jones, commanding Department of South Carolina, Georgia, and Florida, in which he expresses his high appreciation of the services rendered by the naval battalion under your command during the recent military operations on James Island, and it affords me great pleasure to inform you of it, and request that you will communicate it to the command.

Very respectfully, your obedient servant,

J. R. TUCKER,
Flag-Officer, Commanding Afloat.

Lieutenant Commanding W. G. DOZIER,
C. S. S. Indian Chief, Charleston, S. C.

Order of Flag-Officer Hunter, C. S. Navy, to Commander Price, C. S. Navy, to assume temporary command of the C. S. S. Sampson.

SAVANNAH, *August 29, 1864.*

Be pleased to assume command of the Confederate steamer *Sampson* temporarily, till Lieutenant Commanding T. B. Mills shall return to her, the latter having leave of absence for one week from this day.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander JOSEPH PRICE, Provisional Navy C. S.

P. S.—Continue also your present command.

Order of the Secretary of the Navy to Flag-Officer Hunter, C. S. Navy, to send a detail of men to Wilmington, N. C.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, Va., August 29, 1864.

SIR: Be pleased to send to Wilmington, N. C., without delay, in charge of one or more officers, 29 men, two-thirds of whom are to be seagoing men and 4 firemen.

Direct the officer in charge to deliver the men to Flag-Officer Lynch, for duty under Lieutenant John Wilkinson.

By command of the Secretary of the Navy:

I am, very respectfully, your obedient servant,

S. S. LEE,
Captain in Charge.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding, etc., Savannah, Ga.

List of vessels comprising the Savannah Squadron.

SAVANNAH, *August 31, 1864.*

On the 3d June, 1864, the Savannah Squadron, under my command, had guns, officers, and crew, as follows:

Vessel.	Guns.	Officers.	Men.
Savannah	4	27	154
Georgia	5	12	82
Isondiga	2	10	50
Sampson	2	9	40
Resolute	.....	7	28
Firefly	.....	3	14

Respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

HENRY WILLIAMS, Esq.,
District Attorney, C. S. A.

Report of Flag-Officer Hunter, C. S. Navy, regarding the dispatching of a detail of men to Wilmington, N. C.

SAVANNAH, *September 5, 1864.*

In obedience to your order of the 29th August, received this day, the 29 men directed to be transferred to Wilmington, N. C., to report to Flag-Officer William F. Lynch, Provisional Navy C. S., for duty under Lieutenant John Wilkinson, Provisional Navy C. S., will be forthwith dispatched thither.

Very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Captain S. S. LEE, Provisional Navy C. S.,
Captain in Charge.

[Telegram.]

RICHMOND, *September 5, 1864.*
(Received September 6, 1864—11 a. m.)

How many men can you spare for an emergency?

S. S. LEE,
Captain in Charge.

Flag-Officer HUNTER.

[Telegram.]

SAVANNAH, *September 6, 1864.*

In answer to your telegram of this day: For an emergency 20 men can be spared from this squadron, leaving no crew for the *Water Witch.* Thirty are dispatched this day to Wilmington.

Very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Captain S. S. LEE, Provisional Navy C. S.,
Richmond, Va.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Pollock, C. S. Navy, to assume temporary command of the C. S. S. Macon.

SAVANNAH, *September 8, 1864.*

Be pleased to assume command of the Confederate steamer *Macon*, temporarily, during the absence on leave of Lieutenant Commanding J. S. Kennard, Provisional Navy C. S.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieut. Comdg. W. W. POLLOCK, Provisional Navy C. S.

Report of Lieutenant Warley, C. S. Navy, regarding the removal of battery from White Bluff, Ga.

C. S. PRIZE STEAMER WATER WITCH,
White Bluff, [Ga.], September 8, 1864.

SIR: Not being aware whether you have been notified by the military authorities, I respectfully inform you that Guerard's battery, lately guarding this point, has been this evening removed.

I am, sir, very respectfully, your obedient servant,

A. F. WARLEY,
Lieutenant, Commanding.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding Afloat, Savannah, Ga.

Letter from Major-General McLaws, C. S. Army, to Flag-Officer Hunter, C. S. Navy, requesting cooperation in the control of prisoners arriving in Savannah from Andersonville.

HEADQUARTERS,
Savannah, September 8, 1864.

COMMODORE: I have the honor to inform you that in consequence of the large number of prisoners arriving here it has become necessary to order to this city Guerard's battery, now stationed at White Bluff. The defense of the steamer *Water Witch* will consequently devolve upon the Navy.

Since writing the above I have received telegraphic instructions from Major-General Jones, commanding the department, to call upon you for assistance, as a great number of prisoners from Andersonville are en route for this point, and we are without the means of properly confining them. It will require all the vigilance of both the army and navy to control these prisoners, and in compliance with the orders from Major-General Jones I respectfully request your cooperation.

I am, commodore, very respectfully, your obedient servant,

L. MCLAWS,
Major-General, Commanding.

Flag-Officer W. W. HUNTER,
Commanding Afloat.

Letter from Flag-Officer Hunter, C. S. Navy, to Major-General McLaws, C. S. Army, acceding to request for cooperation.

SAVANNAH, *September 9, 1864.*

In reply to your letter of the 8th instant, I will render every service in my power to assist in guarding the large number of prisoners which you inform me will require all the vigilance of both the army and navy to control.

With the view to arrange the organization of my command for this service I will forthwith present myself at your headquarters.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Major-General L. McLAWS, Provisional Navy C. S.

Report of Flag-Officer Hunter, C. S. Navy, requesting opinion from the Department regarding cooperation extended to Major-General McLaws, C. S. Army, in guarding prisoners.

SAVANNAH, *September 9, 1864.*

Herewith is a copy of a letter from Major-General L. McLaws, Provisional Army C. S., commanding this military district, who, by order of Major-General Sam Jones, Provisional Army C. S., has called on me to furnish him from the squadron under my command a force to aid in guarding about 10,000 prisoners who are now rapidly arriving here. In this emergency I have deemed it my duty to furnish all the aid in my power—say, from 150 to 200 men for temporary service. These will be so posted that within one hour they can regain their respective vessels. I would respectfully submit for your judgment this act, that your approval or disapproval may govern my continued action in the case.

I am, very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Hon. S. R. MALLORY,
Secretary of the Navy.

Order of Flag-Officer Hunter, C. S. Navy, to Acting Master Vaughan, C. S. Navy, to assume command of the prize steamer Water Witch.

SAVANNAH, *September 9, 1864.*

You will be pleased to relieve Lieutenant Commanding A. F. Warley, Provisional Navy C. S., in command of the prize steamer *Water Witch.* Receive from Lieutenant Commanding A. F. Warley all my instructions to him in relation to that command, and have the same carried into effect.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Master H. L. VAUGHAN, Provisional Navy C. S.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Warley, C. S. Navy, to proceed to Plymouth, N. C., for the command of the C. S. S. Albemarle.

SAVANNAH, *September 10, 1864.*

By a telegram dated Richmond, Va., September 9, 1864, from Captain S. S. Lee, Provisional Navy C. S., captain in charge, I am ordered to direct you to proceed to Plymouth, N. C., and report to Captain Pinkney for the command of the *Albemarle*. You will therefore please proceed forthwith to Plymouth in obedience thereto.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant Commanding A. F. WARLEY, Provisional Navy C. S.

Letter from Flag-Officer Hunter, C. S. Navy, to Major-General McLaws, C. S. Army, offering 100 men for cooperative movement.

SAVANNAH, *September 10, 1864.*

I can muster 100 men to report to you this afternoon without depleting the crews of the *Macon* and *Isondiga* (which vessels you have informed me are required at their present positions). I am unable to exceed that number.

Very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Major-General L. MCLAWS, Provisional Army C. S.

Order of Flag-Officer Hunter, C. S. Navy, to Commander Brent, C. S. Navy, regarding the command of naval detachment assigned for guarding prisoners at Savannah.

SAVANNAH, *September 10, 1864.*

You will be pleased to assign Lieutenant W. E. Hudgins, Provisional Navy C. S., to command a detachment from several vessels of the Savannah squadron, detailed to guard prisoners now at Savannah. When the details from the *Savannah*, *Georgia*, and *Sampson* shall report to you, you will cause them to proceed to the military barracks at Savannah, there receive their arms and ammunition, and report to Colonel E. C. Anderson for duty. Keep a supervision and care for the necessities of this command as to their obtaining rations, tents, etc. Detail Lieutenant T. St. G. Pratt, C. S. Marine [Corps], with the detachment from the *Savannah*, with orders to report to Lieutenant William E. Hudgins, Provisional Navy C. S. Keep your vessel in readiness to move for service and preserve her organization in readiness to receive again the detail from her.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander THOMAS W. BRENT, Provisional Navy C. S.

Extract from report of Flag-Officer Hunter, C. S. Navy, regarding the services of light-draft vessels.

SAVANNAH, *September 14, 1864.*

In reply to your letter of the 7th instant, requiring explanations of the following paragraph, viz:

You are requested to state the duties of the *Resolute*, *Firefly*, and *Sampson*, and to give your views upon the proper allowance of officers and men for each vessel under your command.

The *Resolute* is a side-wheel river boat, used as a tug; is, by request of the commanding general, kept in readiness to transport troops by water to vulnerable points. She is also indispensable in keeping a supply of fuel for the squadron, which has to be brought from a distant point up the Savannah River, by towing flats employed in transporting wood, the supply of coal having been cut off.

The *Firefly* is a very small side-wheel steamer, used as a tender, indispensable to the communications and supplies for the squadron. The *Sampson* is a river steamer, side-wheel, armed with one 32-pounder pivot and one 12-pounder howitzer; officers and crew all told, 50. Her light draft of water renders her very useful in these waters. Her armament is available to command the dry ridges or dikes which offer to the enemy a facile approach from the channel to several forts now very sparsely manned.

Herewith I submit you a statement of the complements of officers and crews deemed requisite for the several vessels of this squadron. These, with the exception of that of the C. S. S. *Macon*, I have heretofore transmitted to the honorable Navy Department.

The deficiencies of commissioned and other officers by detachment, etc., have required their places to be supplied by acting master's mates, whose appointments have all been approved by the honorable Navy Department.

Very respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Captain S. S. LEE, Provisional Navy C. S.,
Captain in Charge.

Report of Lieutenant Dalton, C. S. Navy, commanding C. S. S. Isondiga, regarding picket duty to be performed in cooperation with Major Pope, C. S. Army.

C. S. S. ISONDIGA,
Off Port Bartow, September 14, 1864.

SIR: I have to inform you that all the troops at Fort Bartow have been withdrawn, to be sent (I suppose) around to Genesis Point. This, I believe, leaves no pickets at any outer post on Freeborn's Cut; nor do I believe that there are any at the mouth of Runaway Negro Creek. Major Pope, commanding Whitemarsh Island, has requested me to picket the bridge for him, as he is short of men. I deem it necessary to keep this post, as it is necessary for the protection of this vessel, if not for any other reason. I informed Major Pope yes-

terday that I would, until he was able to relieve my men, picket the bridge.

Very respectfully, etc.,

H. H. DALTON,
Commanding.

Flag-Officer W. W. HUNTER.

Order of the Secretary of the Navy to Flag-Officer Hunter, C. S. Navy, commending his action in furnishing a guard for prisoners at Savannah.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, September 14, 1864.

SIR: Your letter of the 9th instant, with copy of letter from General McLaws on the subject of your furnishing guards for certain prisoners, has been received.

Your action is approved, and you are requested to afford any assistance in your power at all times to the military authorities, keeping in view your own special duties.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer W. W. HUNTER, Provisional Navy C. S.,
Commanding Afloat, Savannah, Ga.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Marmaduke, C. S. Navy, to assume temporary command of the C. S. S. Sampson.

SAVANNAH, *September 19, 1864.*

You will be pleased to relieve Passed Midshipman W. F. Clayton, Provisional Navy C. S., in the command pro tem. of the Confederate steamer *Sampson*. You will assume command pro tem. of the *Sampson* and hold her in readiness for service.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

First Lieutenant HENRY H. MARMADUKE, Provisional Navy C. S.

[Telegram.]

RICHMOND, *September 21, 1864.*

You were authorized by telegram the 22d ultimo to hire hands and extricate the *Water Witch* if they could not be furnished by the military authorities. The Secretary of War telegraphed to the commanding general to furnish the labor if possible. These orders were sent by Office of Orders and Detail, and if not received, proceed with the work.

S. R. MALLORY,
Secretary Navy.

Flag-Officer W. W. HUNTER.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Gwathmey, C. S. Navy, enjoining vigilance in picket duty.

SAVANNAH, *September 24, 1864.*

The stern necessity, especially at this juncture, of keeping up the guard-boat picket induces me to state to you that every effort should be made to keep the guard-boat service at almost any sacrifice of effort on the part of the officers and men. The commanding officer of the *Sampson* alleges that his command is so depleted that he may not be able to keep up his tour of guard-boat duty. Should this happen to be so on any occasion, please see that the omission is supplied. I learn that we may expect next week that the details of our crews guarding prisoners may be relieved of that duty; therefore this extra duty alluded to (should you be called on to perform it) will be of short duration. The *Savannah* will aid you in this extra duty, should it become necessary.

Respectfully,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieut. Comdg. W. GWATHMEY, Provisional Navy C. S.,
Commanding Confederate Steamer Georgia.

P. S.—See that the proper picket boat is on duty this night. Please see that the boats are furnished with the proper signals according to circular order of July 30, 1864, heretofore furnished you.

Letter from Colonel Anderson, C. S. Army, commanding at Savannah, to Flag-Officer Hunter, C. S. Navy, requesting the return of the C. S. S. Isondiga to her station.

HEADQUARTERS MILITARY DISTRICT OF GEORGIA,
Savannah, September 24, 1864.

COMMODORE: I send below copy of dispatch received from Whitemarsh. Please have the *Isondiga* returned at once if she has come up to the city.

[Dispatch.]

The scouts on Wilmington report that three companies of the enemy embarked their barges this evening about 5 o'clock from Tybee. Barges were towed by a river steamer into a cut near and left out of the view of the pickets. Two red rockets were sent up by the enemy about 8 o'clock. You know the force here now. It is high water about 4 p. m. The troops here have been warned and will be kept in readiness. * * *

The gunboat *Isondiga* was to have left for the bridge at Fort Bartow this evening to go up to Savannah.

J. J. POPE,
Major, Commanding, etc.

Respectfully, etc.

E. C. ANDERSON,
Colonel, Commanding.

[Flag-Officer HUNTER.]

Please answer as soon as possible.

NOTE.—Repaired to the barracks at Savannah at 1 p. m. September 24, 1864, and informed Colonel E. C. Anderson, commanding, that the *Isondiga* was at her station and that she had not left it.

W. W. HUNTER,
Flag-Officer Commanding Afloat.

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* Formerly steamer Fingal; later C. S. S. Atlanta.

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